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RAILWAY AGE

THE STANDARD RAILROAD WEE

December 1, 1952

FREIGHT TRAFFIC ISSUE

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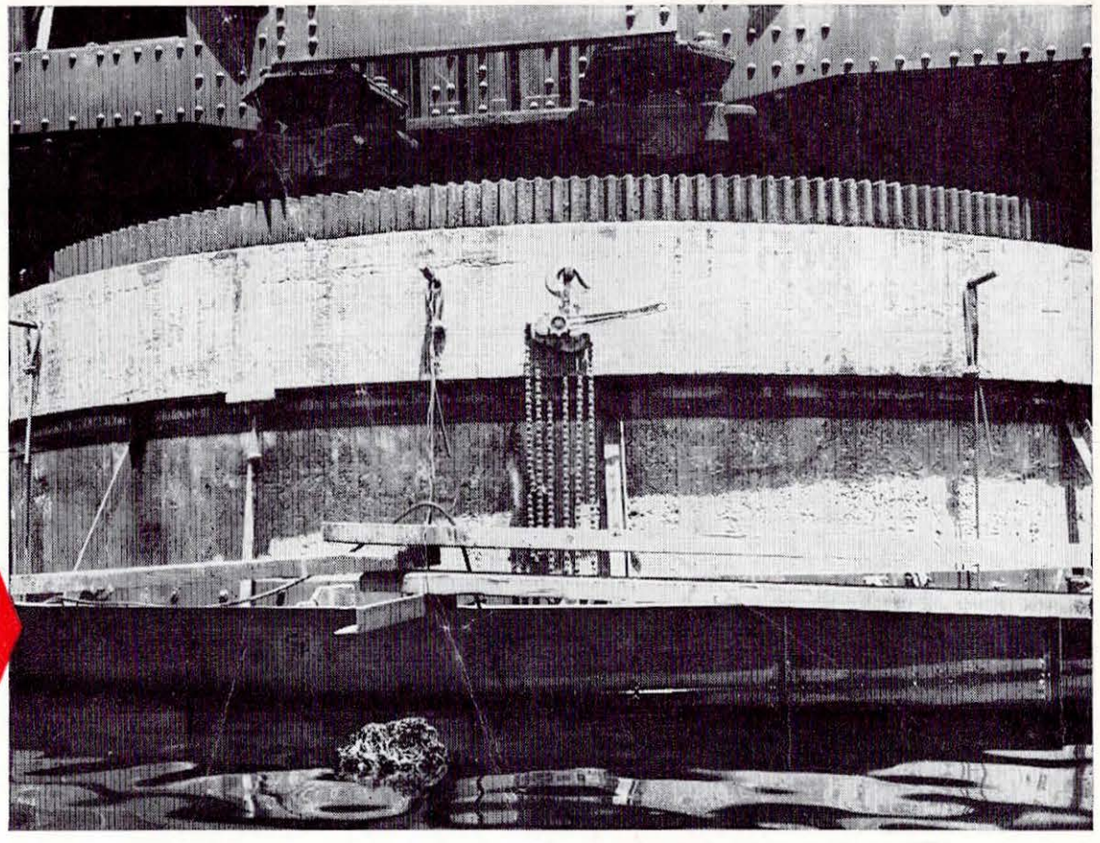

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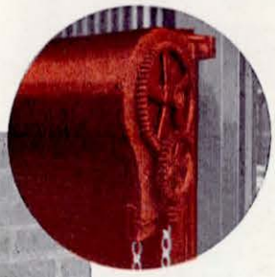

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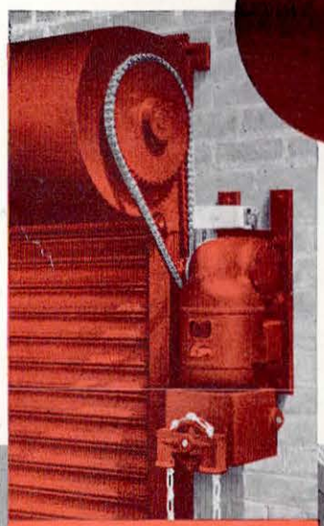

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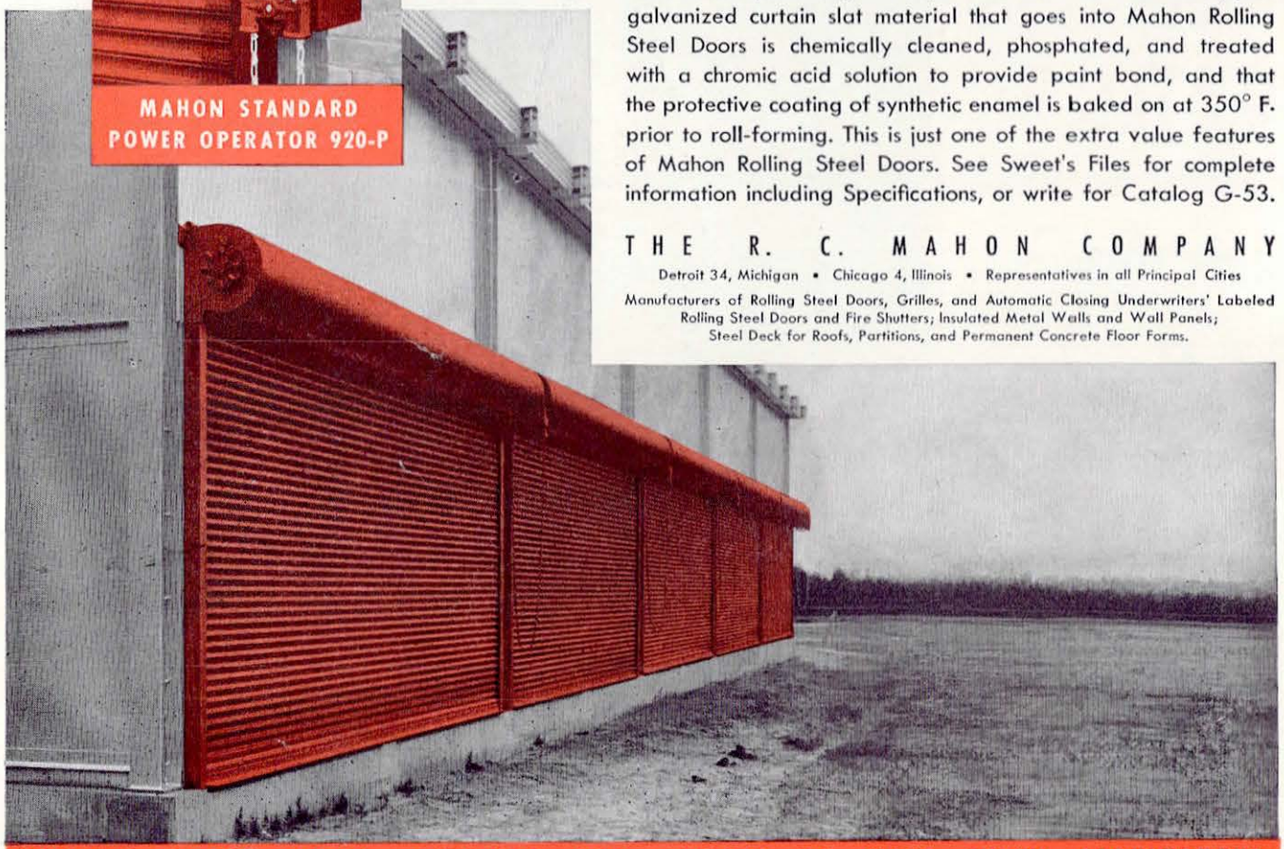

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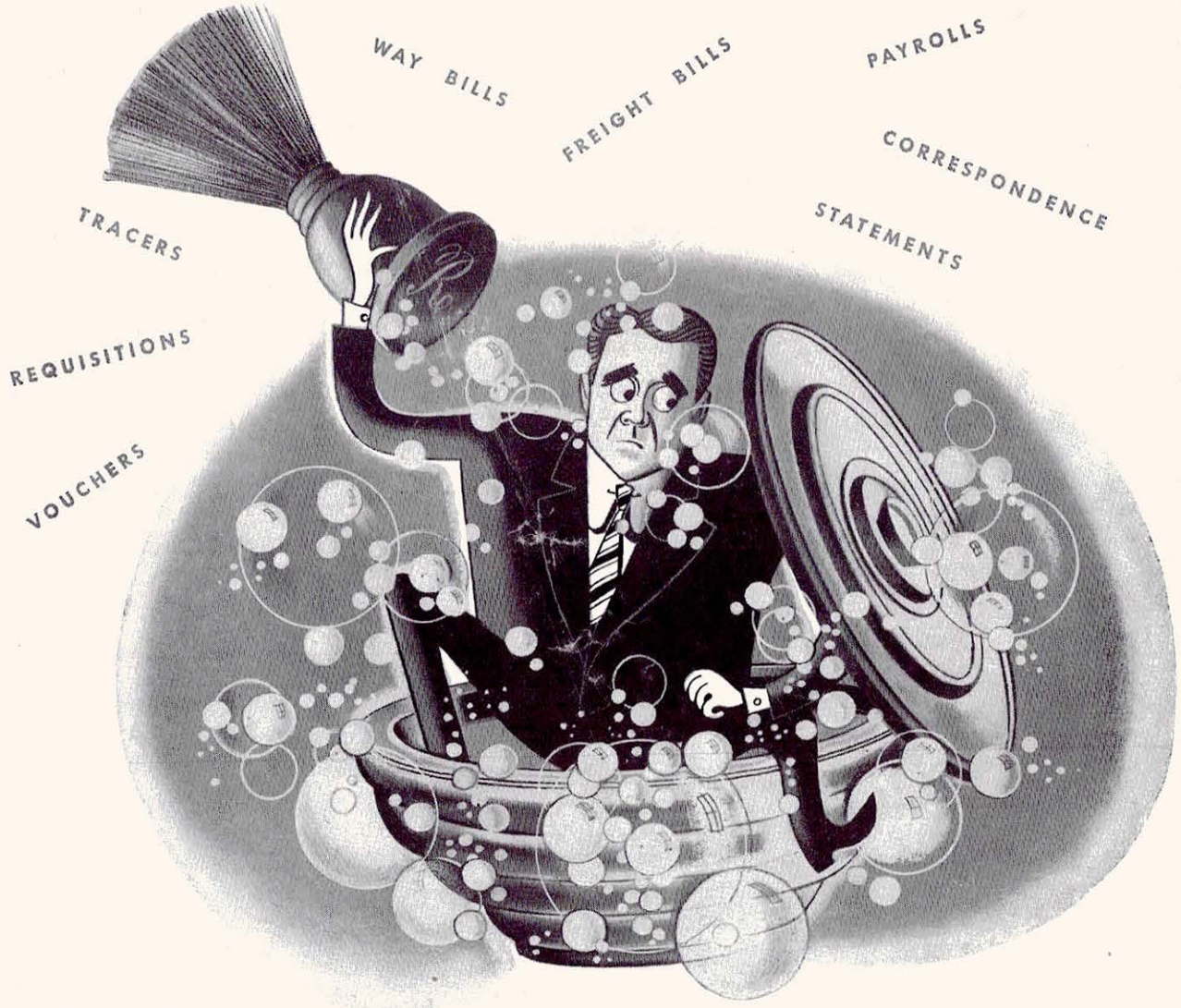

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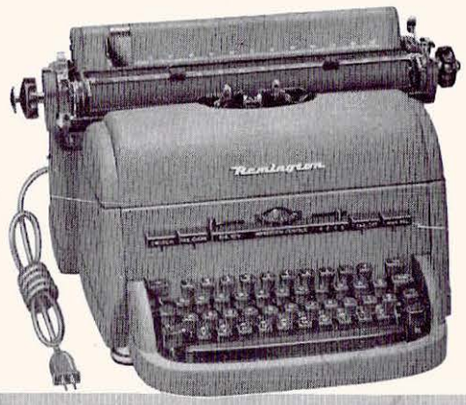

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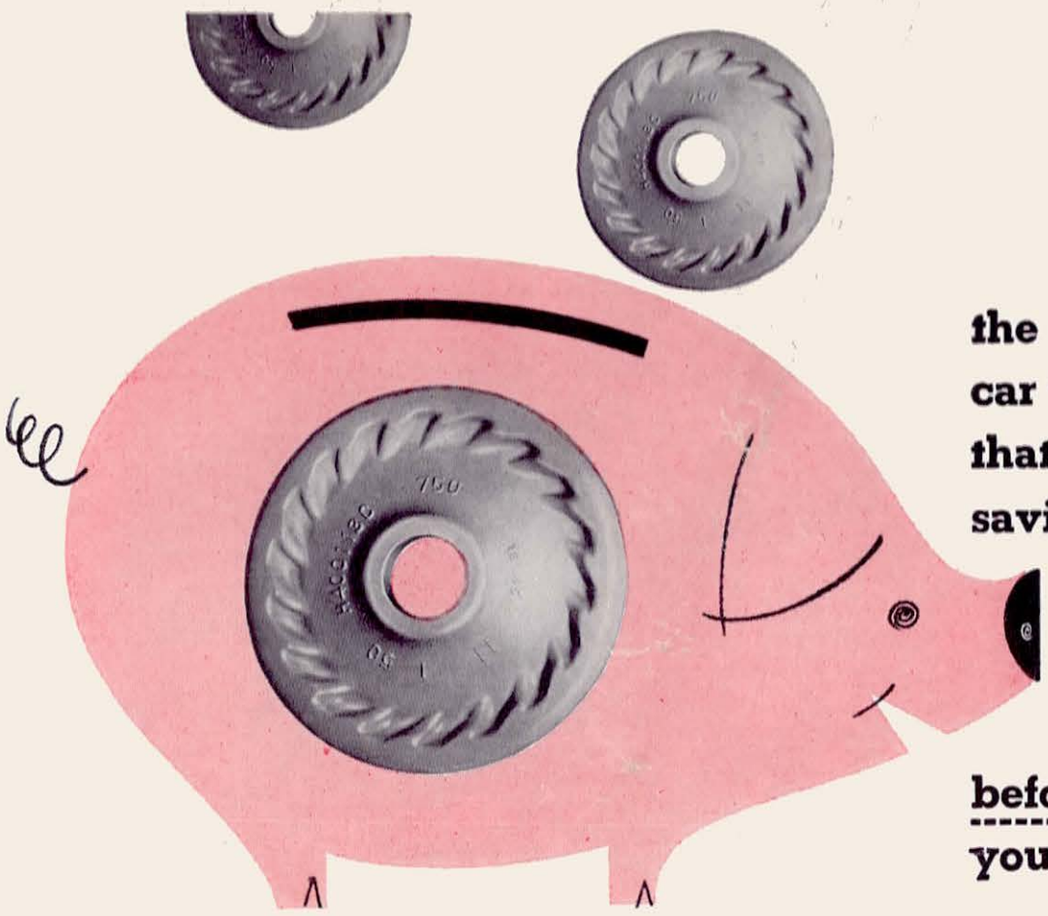

the car wheel that starts saving money

before you buy it!

The railroad that runs its freight cars on AMCCW wheels literally saves money on every wheel it buys—before it buys it! Reason is that reliable, prompt, short-haul delivery schedules permit a *minimum* inventory. You don't have to order this wheel months ahead, or tie up capital to maintain a big stockpile. You *know* you can get the wheels you want from the AMCCW plant on or near your line . . . in a matter of weeks, if not days.

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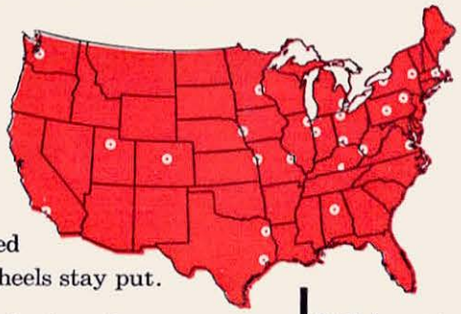

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Vol. 133, No. 22 December 1, 1952

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FREIGHT TRAFFIC ISSUE

EDITORIAL COMMENT:

The Next Step—A New Magazine for Shippers 73
Private Highways Suggested for Britain 74

FREIGHT TRAFFIC ARTICLES:

How the Santa Fe's New Station Speeds L.C.L. Handling 75
A Speedy Bridge Line 80
NP Eases Material Handling Equipment Maintenance Job 86
Power Sweepers Help the SP to Clean Cars and Freight Stations 87
Ike Duffey—Shipper Turned Railroader, by William H. Schmidt, Jr. 88
What to Pay for "Small Shipments" Bothers N.I.T. League 100

FEATURE ARTICLES:

ART Gets 500 New Reefers 93
I. B. Tigrett Becomes Corporate Chairman of the GM&O 96
Investment Companies Think Better of Railroad Stocks, by Henry Ansbacher Long 98

NEWS ARTICLES:

T.A.A. Cooperative Project Hearings at "Windup" Stage 11
Gass Sees Slow Progress in Freight Car Buildup 11
New Services and Publications of Interest to Shippers 12
Class I Roads Reaffirm Car Building Program 16

DEPARTMENTS:

News of the Railroad World 11, 109
Equipment and Supplies 16
Supply Trade 18
New and Improved Products 69
Benchmarks and Yardsticks 71
Letter from a Reader 85
Financial 104
Car Service 104
Railway Officers 106
Organizations 120
Construction 122
Abandonments 122
Current Publications 123

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Books covering transportation and building

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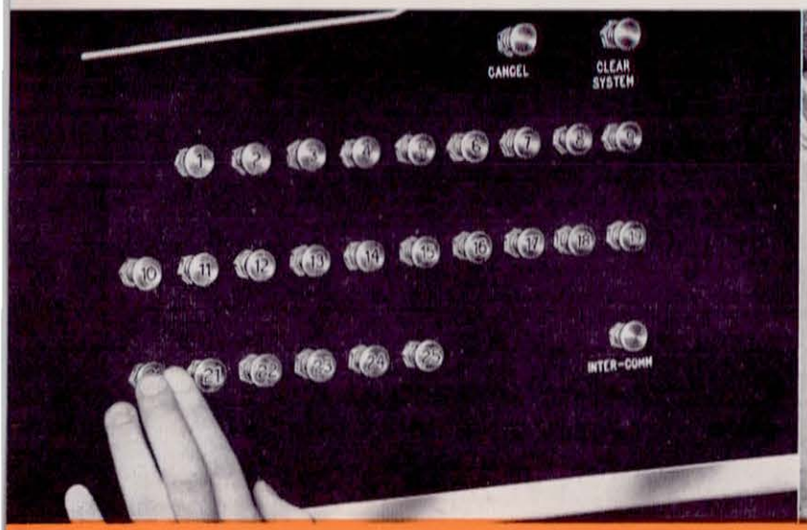
"UNION" RETARDER SPEED CONTROL and AUTOMATIC SWITCHING

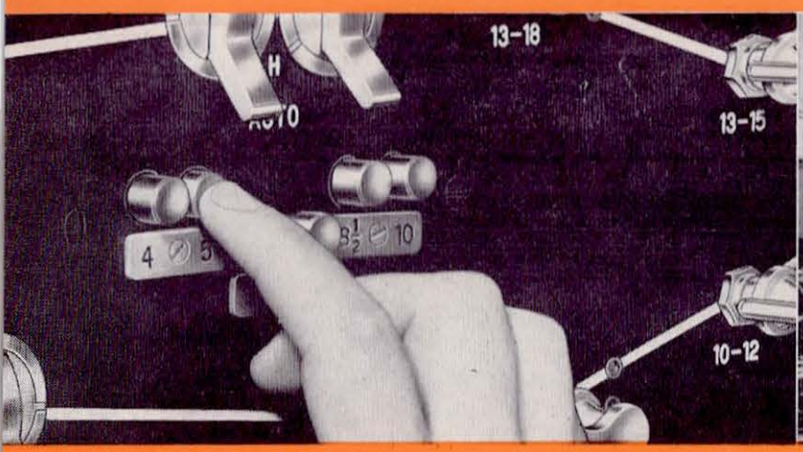
at Milwaukee's Air Line Yard



A button is pressed on this panel . . . to route a cut to the desired classification track.

and

"UNION" Automatic Switching correctly lines the switches as the car proceeds to its designated track.



Another button is pressed to control the speed at which the cut is to leave the retarder.

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"UNION" Retarder Speed Control automatically brakes the cut to the speed selected.

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WEEK AT A GLANCE

CURRENT RAILWAY STATISTICS

Operating revenues, nine months	
1952	$7,753,138,898
1951	7,620,559,529
Operating expenses, nine months	
1952	$5,972,924,562
1951	6,003,270,343
Taxes, nine months	
1952	$ 912,274,900
1951	859,620,840
Net railway operating income, nine months	
1952	$ 732,335,415
1951	606,459,584
Net income, estimated, nine months	
1952	$ 502,000,000
1951	391,000,000
Average price railroad stocks	
November 24, 1952	65.85
November 27, 1951	53.15
Car loadings, revenue freight	
46 weeks, 1952	33,830,899
46 weeks, 1951	36,265,865
Average daily freight car surplus	
November 15, 1952	3,459
November 17, 1951	3,123
Average daily freight car shortage	
November 15, 1952	7,183
November 17, 1951	6,456
Freight cars delivered	
October 1952	5,437
October 1951	10,082
Freight cars on order	
November 1, 1952	90,708
November 1, 1951	132,792
Freight cars held for repairs	
November 1 1952	94,843
November 1, 1951	91,726
Average number of railroad employees	
Mid-October 1952	1,248,178
Mid-October 1951	1,271,168

In This Issue . . .

FROM COAL CARRIER TO BRIDGE LINE tells in six words the story of the 317-mile Clinchfield. The article about it (page 80) shows that a first class transportation plant can overcome even such disadvantages as inherently difficult operating territory; the Clinchfield has proved it by working itself into a position where it can and does bid for Central West-Southeast traffic as one link in a variety of through routes.

FOUR BLOCKS LONG, ONE BLOCK WIDE—That's the size of the Santa Fe's new Corwith Yard freighthouse in Chicago. It is as spacious as its size would indicate, and is just as "big" in equipment, too, with two Towveyor systems totaling more than 5,000 feet in length, and thoroughly modern communications systems. This facility, which will benefit shippers no less than the railroad itself, is fully described in the illustrated feature article which begins on page 75.

TWO UNUSUAL RAILROAD MEN—alike in being "builders," but different in many other ways—are the subjects of special articles herein. One is I. B. Tigrett, who has just retired from the presidency of the 3,000-mile Gulf, Mobile & Ohio to become chairman of the corporation. The other is Ike Duffey, just getting into the groove as president of the 44-mile Central Indiana, who is turning that once-almost-defunct short line into an important local carrier and a valuable feeder for its Class I connections. The article on Mr. Tigrett, which also covers his presidential successor, Frank M. Hicks, and the GM&O's new executive vice-president and general manager, Glen P. Brock, begins on page 96; the article on Mr. Duffey starts on page 88.

A FRIENDLIER VIEW toward railroad stocks is being displayed by managers of many of the country's larger investment funds—and this same view seems likely to prevail at least for the immediate future. The subject of investment fund holdings of rail equities is again reviewed—as it was in these pages about two years ago—by Henry Ansbacher Long; his survey (pages 98 and 99) includes a detailed tabulation of holdings of important size.

In Washington . .

SLOW PROGRESS in building up the nation's freight car supply is about all that can be looked for during the balance of this year and

WEEK AT A GLANCE

the first half of 1953, according to the latest monthly review of the "National Transportation Situation," issued by Chairman Arthur H. Gass of the A.A.R.'s Car Service Division. The reason, obviously, is the unsatisfactorily low level of steel allocations. Mr. Gass' statement did, however, include two notes of optimism—that the railroads, by a heavy repair program, have increased their total "serviceable ownership" despite the decline in installations of new cars; and that the car supply as a whole is in better condition than a month ago, with the seasonal fall loading peak drawing to a close. Another optimistic note, not included in Mr. Gass' statement, is the reaffirmation by the railroads of their intention to build up their freight car supply to "not less than" 1,850,000 cars not later than December 31, 1954, and their "call" on government authorities to allocate "at once and continuously" enough steel to permit that buildup. For further details, see the news columns.

FULL AND FINAL AGREEMENT on all phases of the nation's transportation problem has not been reached—and probably never will be—but there are pretty clear indications that the Transportation Association of America, through its National Cooperative Project, has done amazingly well in satisfying an astonishing number of people. The project's report itself is now being whipped into final shape for near-future presentation to Congress. Meantime, if anyone has any doubt as to what the railroads need in the way of changed government regulation, there's a plenitude of evidence on that subject in the many addresses, by various railroad executives, which are summarized in this issue's news columns.

. . . And Elsewhere

NEW SECRETARY of the National Industrial Traffic League is Lester J. Dorr (above), who succeeded to that position coincident with the retirement of Edward F. Lacey at the conclusion of the league's recent annual meeting in New York. A brief biography of Mr. Dorr's railroad and industrial traffic career is included with the report of the meeting, which begins on page 100 of this issue.

"ONE RAILROAD MAN is equal to 23 truck drivers in moving a given number of tons a mile. In passenger service, one railroad man is equal to five airplane crewmen in transporting a given number of people an equal number of miles. These facts do not yet show up in full on a freight bill of lading or a passenger ticket because they are obscured by subsidies. But as the tax collectors become more aware of these younger transportation companies, and the increasing standard of living makes further improvements in the relation between the cost of wages and the cost of things, this basic efficiency of the railroads will have even greater significance."—*From an address to the New York Railroad Club by Ralph C. Champlin, vice-president, public relations, of the Pennsylvania.*

"THE AUTOMOTIVE INDUSTRY is being organized behind a program to cause the American people to spend as much as $106 billion over the next 15 years for highways. From all appearances, these highways to be built are primarily freight highways. Bigger and better roads, for bigger and better trucks, with everyone but the trucks paying the bill. Such a program would double-track by highway virtually every main-line railroad in the country. In the next 15 years, unless remarkable restraint and foresight is used, the promoters of this program might very well build the railroads out of existence as private business institutions and socialize our entire transportation system."—From an address to the 16th biennial convention of the Brotherhood of Railroad Signalmen, in Los Angeles, by Joseph H. Hays, counsel for the Association of Western Railways.

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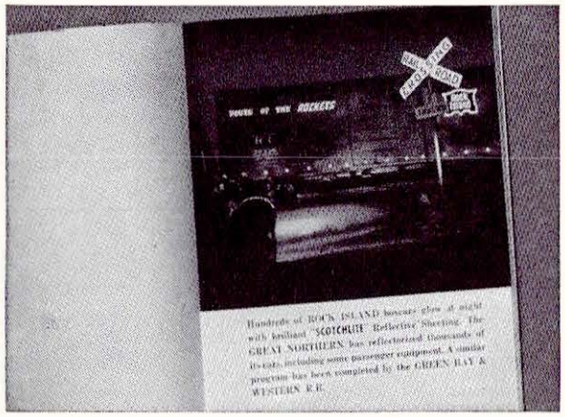

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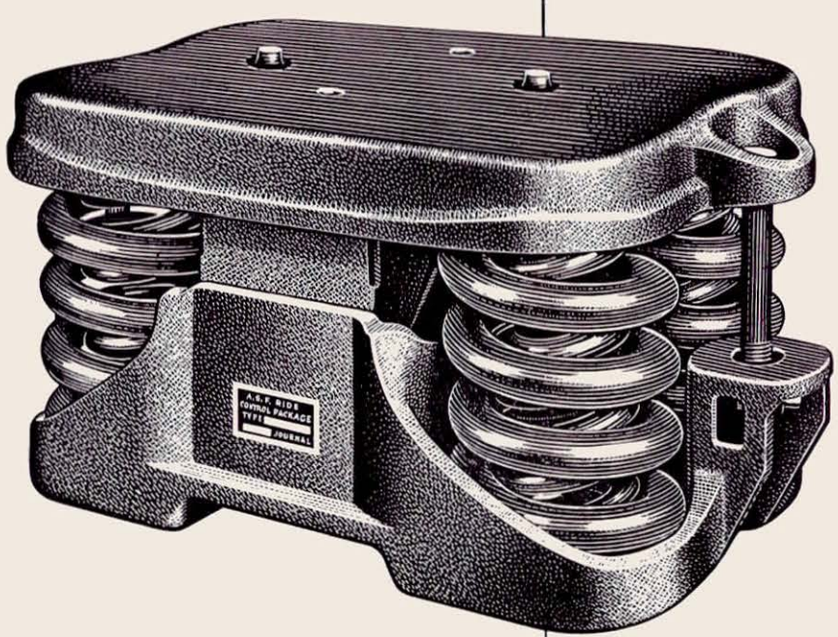

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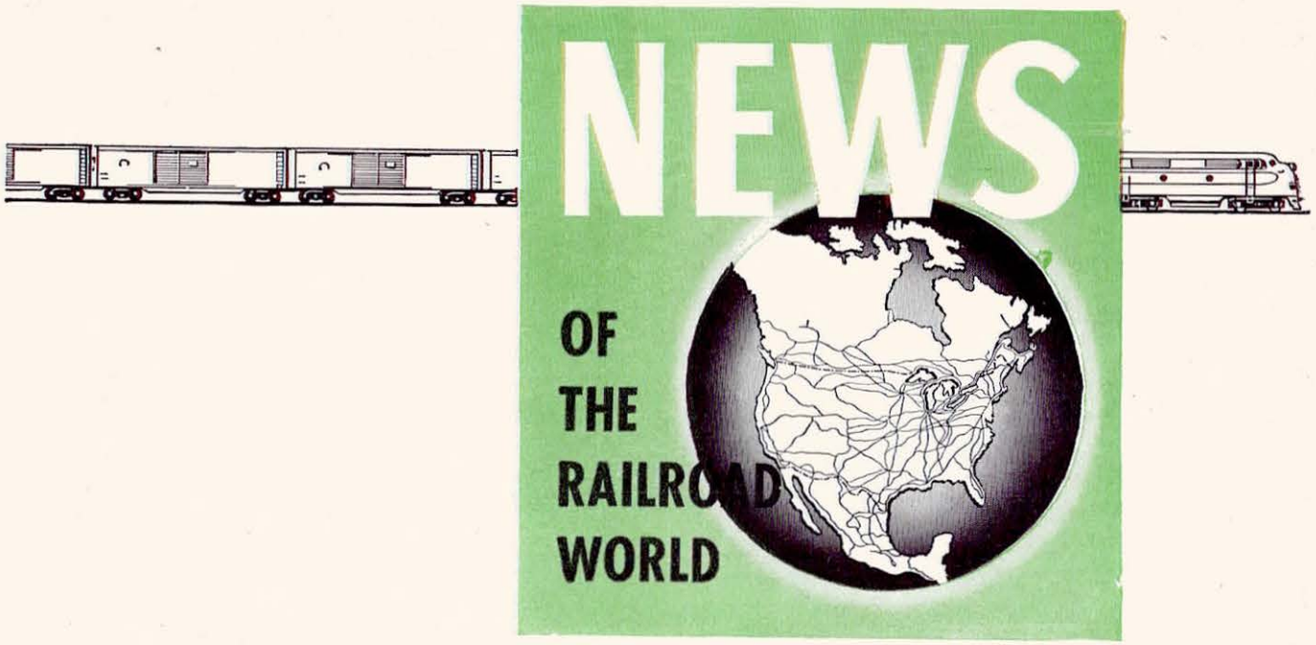


T. A. A. Cooperative Project Hearings at "Windup" Stage

The relatively small number of parties that appeared before the Transportation Association of America's National Cooperative Project hearing, held in Chicago on November 24 and 25, indicated clearly that nearly everyone who cares to voice an opinion on the project's initial report has now done so.

Donald D. Conn, executive vice-president of T.A.A. and moderator of the Chicago hearing, said that since the report was first released over 200 meetings had been held at which representatives of all interests—carriers, shippers, investors, area and local organizations, etc.—were given an opportunity to comment on the report.

Speaking informally during a recess of the Chicago meeting, he indicated that the special committee of the association's board of directors which conducted the Chicago hearing would probably make its report to the board itself about December 15. The board, in turn, would present its report to the association's annual meeting in Chicago on January 15 and 16, and the final product—the association's report of transport recommendations to Congress—would probably be presented shortly after February 15. [A detailed resume of the initial report, as well as an account of the methods by which comment and opinions were to be gathered subsequent to its issuance, appeared in the June 2 *Railway Age*, page 95.—Editor]

As was the case at the Boston and Denver "institute" hearings (*Railway Age*, November 17, pages 11 and 12), the three issues in the report which have proved most controversial—federal aid to transport, proposed repeal of the long-and-short-haul clause, and exemption from regulation of trucking of agricultural products—took the spotlight almost exclusively.

George W. Morgan, president of the Association of American Ship Owners, said repeal of the fourth section would "remove what small measure of protection is now afforded coastal and intercoastal shipping." He said "our competitors" would be given a "blunt instrument which we believe they would use to the end that we would be shortly out of business." He suggested that the "highly controversial" statements in the report on the fourth section and public aids to transport be stricken from the report so that "there will be no basis for charges that the association is the captive of one or another form of transportation." He said such controversy should be "fought out by the carriers themselves."

L. W. Markham, general manager of the Spokane (Wash.) Chamber of Commerce, urged consideration for the "intense feeling" of the inter-mountain area in support of the fourth section. "This area suffered under adverse long-and-short-haul rates until 1920 and we have learned first-hand the terrific cost of discriminatory freight rates," he said in a statement which he filed with the committee.

"No Staff or Funds"

He said many reduced long-haul rates would result from repeal of the fourth section. "As an area, we haven't the staff or funds to protest all these discriminatory reductions that would work to our detriment." He urged support of Section four and asked that T.A.A. "forego proposing any revision or amendment that would reduce the protection it now provides."

Gass Sees Slow Progress in Freight Car Buildup

Steel allocations for freight car production in the first half of 1953, which have been made at a level of about 7,500 cars per month, "will prevent any substantial increase in ownership during that period."

This forecast appeared in the latest issue of "The National Transportation Situation," issued monthly by A. H. Gass, chairman of the Car Service Division, Association of American Railroads.

The bleak outlook for 1953 was outlined by Mr. Gass after he predicted a similar showing for 1952. It seems apparent, he said, that new car in-

NEW SERVICES AND PUBLICATIONS OF INTEREST TO SHIPPERS

BALTIMORE & OHIO — Has extended substituted highway trucking service from Akron, Ohio, to include the territory between Akron and Mansfield, daily, and between Akron, Niles, Warren and Newton Falls.

Has reestablished the following heated refrigerator car schedules under provisions of Rule 610 of the National Perishable Protective Tariff:

Brighton Sta., Cincinnati, to: Chicago (d); Dallas, Tex. (MP-T&P) (t); East St. Louis, Ill. (d); Galesburg, Ill. (CB&Q) (t); Houston, Tex. (MP) (t); Kansis City, Mo. (MP) (d); Milwaukee (CMSP&P) (t); Minneapolis (Soo Line) (t); North Platte, Neb. (MP-UP) (t); Tulsa, Okla. (SLSF) (t).

Camden Sta., Baltimore, to: Chicago (x); East St. Louis (x) (c); *Houston (SLSW-SP) (x); *Los Angeles (AT&SF) (t); *San Francisco (AT&SF) (t).

Forest Hill, Chicago, to: Pittsburgh (x) (a); Washington, Baltimore, Philadelphia (x).

Sandusky, Ohio, to: Chicago (x); New York (x).

Note: (d) daily; (t) tri-weekly; (x) weekly car, started Thursdays, dispatched Fridays; (*) Insulated cars only; no heaters installed; (a) Will stop off at Akron; (c) Stop off at Cincinnati, if tonnage warrants.

When sufficient quantities are offered to points in the Southwest, the B&O can stop the weekly East St. Louis car from Baltimore at Cincinnati to connect with heated cars operated extensively from Brighton Station to important cities.

As a result of decline in l.c.l. rail traffic in quantity shipments destined to larger cities, requiring heated car service, many of the connecting lines through Chicago and East St. Louis gateways have curtailed their protective service. Therefore, traffic destined to points beyond the territory served by the heated cars will be accepted subject to box car service, other than the protective service shown above.

CANADIAN NATIONAL — *Has instituted a "High Ball" service to give preferential treatment for l.c.l. merchandise traffic, whereby shipments will be moved with the same dispatch as perishable and livestock traffic. Distinctive placards of bright yellow centered with a green ball have been placed on the cars and they will receive priority handling at stations, freight sheds, and distribution points across the system. The new service will give l.c.l. shipments the speed of scheduled fast freights. Thus, l.c.l. shipments will be delivered overnight from Toronto to Montreal, and on the fourth morning from Montreal to Halifax.*

CHESAPEAKE & OHIO — The S.S. Spartan, new 410-ft. car ferry for trans-Lake Michigan service, has completed its maiden voyage from Manitowoc, Wis., to Ludington, Mich., and is now in regular service. The vessel, which cost nearly $5 million, will accommodate a total of 32 freight cars. Traveling at normal service speed of 18 m.p.h., it will permit faster "rail bridge" service between Ludington and C&O ports in Wisconsin. A sister ship, the S.S. Badger, will be placed in service in about six months.

CHICAGO GREAT WESTERN—*Operations have begun in the newly modernized yard at Minneapolis. The local freight office and freighthouse have been moved to entirely new quarters at 25th Ave. S.E. and Marshall st., where new quarters have also been established for the yardmaster and his staff and the general yardmaster and his staff. Radio communications are being used on switching locomotives assigned to the area and a new loudspeaker system has been installed in the yard itself.*

ILLINOIS CENTRAL—The Interstate Commerce Commission has granted authority for operation of truck substituted service for interstate l.c.l. freight on the following lines, all in Tennessee: Fulton, Ky., to Memphis; Dyersburg via Hickman; Tennessee-Mississippi state line via Jackson, Tenn. These routes join routes already in operation south of Memphis and the Tennessee-Mississippi line. Application for intrastate rights on these routes within Tennessee is pending.

MISSOURI PACIFIC—*A connection between Lesperance Street and 12th Street yards in St. Louis is now under construction, to facilitate movement and interchange of traffic in that terminal.*

NEW YORK CENTRAL — Has made the following changes in scheduled l.c.l. car lines:

Car lines discontinued:

Springfield, Mass., to Philadelphia (D&H-PRR), and to Hamlet, N.C. (SAL); Erie, Pa., to Buffalo, N.Y.; Palmer, Mass., to Cleveland; Columbus, Ohio, waycar to Millersport-Bucyrus, Ohio; Batavia, N.Y., to Buffalo.

New car lines:

Erie to Niagara Falls, N.Y.; Buffalo to Westchester ave., New York, ("Pacemaker"); Niagara Falls to Barclay st., New York; Syracuse, N.Y., to Barclay st. and to Poughkeepsie, N.Y.; Batavia, N.Y., to Syracuse.

Discontinuance of service from Buffalo to Watertown, N.Y., reported in the November 3 *Railway Age*, affected "Pacemaker" service only. Regular box car service now scheduled.

Utica, N.Y., to Charleston, W. Va., "Pacemaker" service Tuesdays as well as Fridays.

NEW YORK, NEW HAVEN & HARTFORD—*Has issued a new edition of its "Freight Train and Package Car Schedules," dated September 28, 1952.*

PENNSYLVANIA—Has made the following changes in scheduled l.c.l. car lines:

New car lines:

Grand Rapids, Mich., to Baltimore, and to Trenton, N.J.; East St. Louis, Ill., to Pine Bluff, Ark. (SLSW), and to Kansas City, Mo. (CRI&P); Indianapolis, to Ashland, Ky. (C&O); Newark, N.J., to Chicago; Trenton to Hartford, Conn. (NYNH&H), and to New Haven (NYNH&H); Baltimore to Newport News, Va. (C&O); Camden, N.J., to Alexandria, Va. (Sou); and to Atlanta, Ga. (Sou).

SANTA FE—*Two new freighthouses have been opened since the previous issue of this column* (Railway Age, *November 3*). *The first is at Corwith yard on Chicago's South Side (see page 75, this issue); the second is in San Francisco's China Basin district at Fourth and Illinois streets. Both are large, completely modern structures featuring an underfloor conveyor system for platform trucks, and the latest in telecommunications equipment.*

SOO LINE—Supervision over service matters, such as tracing, car service, reconsignment, diversion, etc., has been placed in the hands of K. H. Peterson, former general agent at Cleveland, who has been appointed freight service manager. He heads a new freight service division that has been created within the framework of the freight traffic department.

A new rate office has been established at Chicago under supervision of K. J. Sherwood, general agent, rates and divisions. It is located at 141 W. Jackson blvd.

WABASH—*Installation of C.T.C. between Birmingham and Camden, Mo., on the line between Moberly and Kansas City, has been completed.*

stallations in 1952 will not exceed retirements by more than 5,000 cars.

October was the fourth successive month in which a loss in ownership has occurred, he said. During October, Class I roads and their car-line affiliates installed 4,740 new cars and retired 6,185.

Despite this drop in total ownership, there was an increase in "serviceable ownership" between October 1 and November 1, Mr. Gass reported.

"By repairing 36,600 heavy bad order freight cars, the greatest number reported for any month in nearly two years, the railroads made a reduction of more than 9,000 in the backlog of cars held for repairs, offsetting the 1,400-car loss in ownership and adding nearly 8,000 cars to the serviceable supply," Mr. Gass said.

The C.S.D. chairman found the car supply in better condition than it was a month ago. He reported a "general easing in demand" for box cars, now that the seasonal peak loading period is drawing to a close; "no serious shortages" of hoppers, and "some improvement" in the gondola supply.

"It is expected that overall box car requirements will continue to gradually lessen throughout this month followed by the usual slack business conditions late in December," Mr. Gass said. He added that this curtailed demand will facilitate relocation of box cars to owners' rails.

Restrictions on use of Canadian box cars have been extended and will be continued until a more favorable balance exists between the United States and Canadian lines in their interchange of this type equipment, he said.

Mr. Gass opened his report this month by setting forth the "Car Efficiency Resolution" adopted at the recent convention of the National Association of Shippers Advisory Boards. The resolution called for more efficient use of freight cars by shippers and railroads alike (*Railway Age*, October 20, page 53).

In this connection, Mr. Gass noted that as of October 1 the Car Service Division published a "slightly revised" version of its Car Selection Charts. These charts, showing home districts for all principal freight car ownerships, are available to shippers upon request.

Freight car detention reports from railroad agents in 732 cities showed that cars detained beyond the free time of 48 hours averaged 16.27 per cent in October. That compared with 16.22 per cent in September, while in October of last year the average was 13.94 per cent.

The report by Mr. Gass showed also that the September average of net ton-miles per serviceable car per day was 1,068. This compared with 1,016 for the previous month and 1,074 for September 1951.

Railroads Need "Better Understanding," "More Gross," Shoemaker, Von Willer Tell Security Analysts

"With most of the big rabbits pulled out of the hat" from the standpoints of operating efficiency and lower costs, the railroads' major problem is to increase their gross revenues, H. W. Von Willer, traffic vice-president of the Erie, told the railroad session of an eastern regional conference of security analysts at New York on November 24.

"The most striking challenge to transportation leadership today is development of employee and public understanding of our position, our responsibility, our opportunity and the problems relating thereto," Perry M. Shoemaker, president of the Delaware, Lackawanna & Western, told the same group.

On the same program, to discuss "Problems of Eastern Railroads," was Walter F. Hahn, railroad analyst for Smith, Barney & Co. He summarized the particular problems of eastern lines as lack of territorial growth, too much passenger business; relatively short hauls; heavy terminal costs; heavy property taxes; the effects of inflation; and "not enough net income."

The railroads could be helped, he said, by changes in federal regulatory laws, but "could hardly stand another wage increase."

Agreeing in general with Mr. Hahn's analysis, Mr. Shoemaker added that:

"Too many people within the industry assume we are indispensable and too many people without the industry—including some substantial users of transportation—assume we are not. . . .

"We have the choice of letting this industry drift further down the road to socialization, pushed by many of our fundamental problems, or choosing to outlaw defeatism and reassert our determination to achieve healthy, properous, publicly respected—and needed—railroads under our private enterprise profit system.

"We have chosen the latter. It means a firm objective to achieve adequate net income, which means both more and more improvements and reasonable dividends. It means an everlasting prod under operating men to effect a dependability of performance greater than we have ever known. It means a firm subordination of sentiment, and the prejudice of tradition, in relation to unprofitable operations—the old defense of 'contribution to gross' is not enough. It means a hard-boiled look at every method which has not been improved upon in postwar years. It means taking restrictions away which prevent railroad managements from exercising their responsibilities. And it means successful accomplishment of [employee and public] understanding."

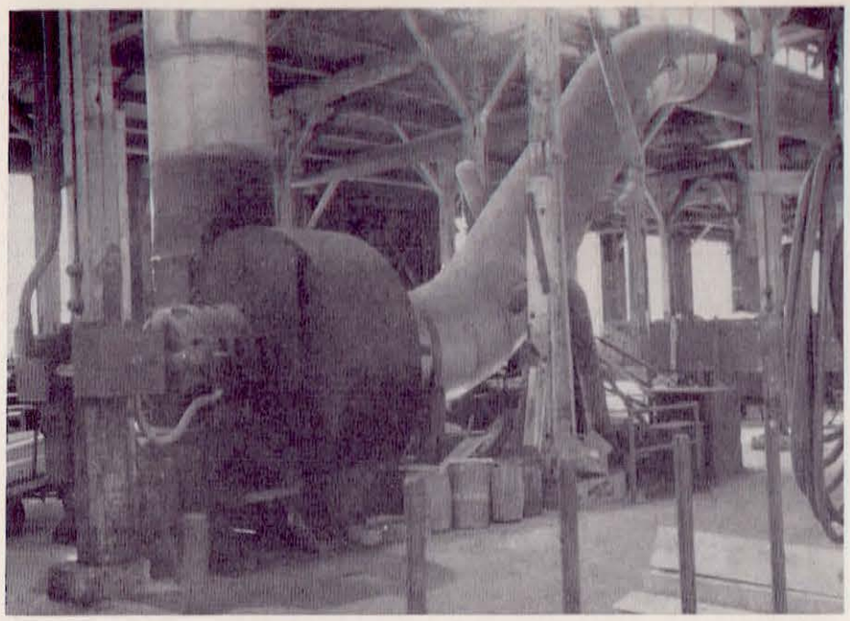
The railroad problem, he concluded, "can be summarized as: (1) no complacency—internal or external; (2) belief that competition must be met (and not restricted beyond removing public subsidy); (3) conviction that rate modernization is essential; (4) belief that services must substantially stand on their own feet; (5) recognition that further operating improvements, greater productivity and more dependable service must be achieved; (6) recognition that debt reduction must not be subordinated to unessentials; and (7) proper consideration of the opportunities for combination."

"Keep Prices Competitive"

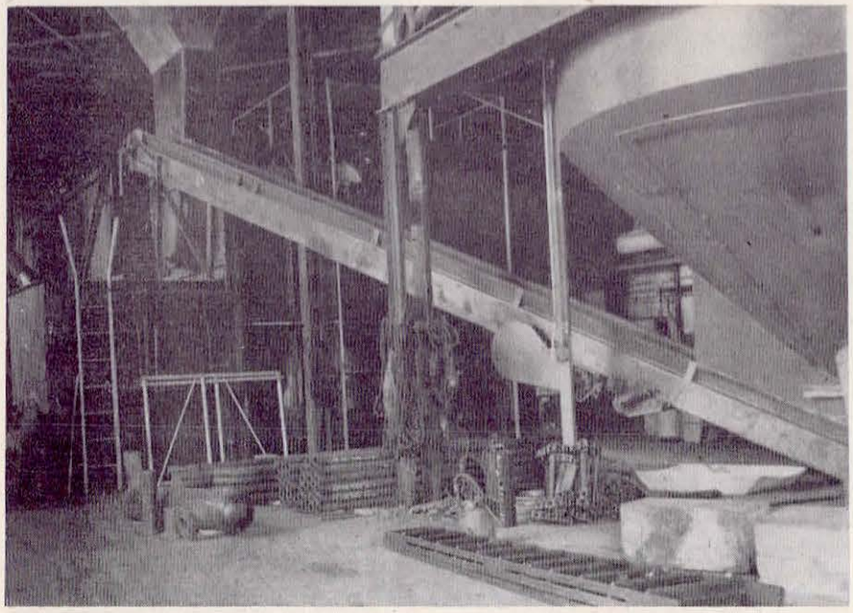
Mr. Von Willer, addressing himself particularly to the problem of increasing revenues, declared that this could only be done by "keeping prices competitive." This, in turn, demands, he said:

"(1) A proper analysis of the rail

"RAILROAD WEEK" IN INDIANA.—Governor Henry F. Schricker (right), here signs a proclamation in the presence of President John W. Barriger of the Chicago, Indianapolis & Louisville, whose railroad had just placed on exhibit at Rensselaer the 100,001st freight car produced for eastern railroads since World War II. Said Governor Schricker: "This car is a symbol of transportation genius unmatched around the globe." Our railroads, he added, have an "enviable record for safety and efficiency that exists nowhere else in the world." The car contains exhibits citing progress of the railroad industry and contrasting it with archaic laws under which the industry must operate (*Railway Age*, September 15 and September 22). Mr. Barriger likened the car to "a modern Paul Revere warning the people of the jeopardy in which the railways have been placed by obsolete regulatory laws, practices and policies." Governor Schricker's proclamation, which became effective November 18, was designed to coincide with the car's exhibition tour of various Indiana towns and cities.



FUEL SAVINGS of from 15 to 20 per cent resulted from installing equipment to burn wood shavings in the Port Huron, Mich., power plant of the Grand Trunk Western. The shavings are gathered from a wood mill and a cabinet shop by a 100-hp. "cyclone" (above) for delivery to the power plant, which is located between these two wood shops. The boiler (below) in the background, normally fired on fuel oil, has special grates to burn shavings as they accumulate in the hopper in foreground.



week ended November 15 totaled 828,723 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, November 15

District	1952	1951	1950
Eastern	138,363	134,625	143,647
Allegheny	160,416	162,029	167,268
Pocahontas	64,398	65,850	63,038
Southern	131,375	134,212	139,146
Northwesern	135,430	115,455	120,492
Central Western	135,293	135,804	136,634
Southwestern	63,448	66,283	67,233
Total Western Districts	334,171	317,542	324,359
Total All Roads	828,723	814,258	837,458
Commodities:			
Grain and grain products	52,493	53,109	58,782
Livestock	15,693	11,289	12,731
Coal	152,873	167,727	163,052
Coke	14,685	16,297	16,303
Forest products	43,838	44,682	47,348
Ore	80,605	56,508	51,524
Merchandise l.c.l.	74,056	72,783	85,296
Miscellaneous	394,480	391,863	402,422
November 15	828,723	814,258	837,458
November 8	829,198	791,403	839,880
November 1	862,012	837,617	863,149
October 25	760,741	864,800	887,935
October 18	838,377	886,648	891,230
Cumulative total 46 weeks	33,830,899	36,265,865	34,571,303

In Canada.—Carloadings for the seven-day period ended November 14 totaled 85,001 cars, compared with 83,480 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
November 14, 1952	85,001	33,228
Cumulative Totals		
November 14, 1952	3,652,365	1,552,131

Lock Repairs to Halt Barge Traffic to Chicago

Extensive repairs to the Starved Rock lock on the Illinois river, scheduled to be undertaken by U. S. engineers about January 19, will halt movement of barges between that point and Chicago.

Progressive embargoes have been placed on all traffic for movement to or via Chicago starting from Houston, Tex., on December 15 and from nearby Peoria, Ill., on January 5. Traffic to and from Chicago will continue via routes and at published rates that apply via East St. Louis, Cairo and Peoria.

Professor Baker Addresses R.B.A. Annual Dinner

"The history of other nations clearly indicates that the natural course of events is to have transportation systems, primarily railroad transportation systems, pass from private ownership and operation into government ownership and operation," George P. Baker, James J. Hill professor of transportation at the Harvard Business School, said in New York on November 21.

Speaking at the annual dinner of the Railway Business Association, Professor Baker pointed out that, excepting the Canadian Pacific, there are no sizable privately owned and op-

potential, with a market research approach to the problem; (2) a realization that rails are primarily a means of mass transport, a mover of heavy tonnage; (3) a vehicle by which the time lag [on rate changes] can be eliminated; (4) full and mature consideration of effect on volume of percentage increases across the board, which generally divert higher class commodities to other means of transportation— particularly, to those who can pick and choose their traffic; (5) the return to managers of the railroads matters which are purely those of managerial judgment; (6) the opportunity to meet competition where competition exists, and the right to do so without making the same reductions to intermediate territory where competition does not exist; (7) [changes in, or elimination of] Section 22 rate quotations; (8) full realization that transportation in today's economy is not bought—it is sold; if the selling is to be successful the selection and training of sales personnel is all important."

Freight Car Loadings

Car loadings for the week ended November 22 were not available when this issue went to press.

Loadings of revenue freight for the

erated railroads outside the United States. "This condition has clearly come about," he added, "not primarily because some group of men who are socialistically inclined have wished to bring it about, but because of certain deep laid economic and human forces. Probably the strongest of these is the unwillingness of public bodies to allow increases in charges to the public adequate to fully cover increased costs."

Whether transportation is to be socialized or not is a question "which will be decided, not by politicians, but by people like you right here in this room," Professor Baker concluded. "If you will master the facts, form reasonable conclusions from them and exercise your duty of leadership in 'selling' your conclusions to American business, socialism will be defeated—because socialism in transportation will come, if it does, not from machinations of the handful of socializers who really want socialization, but from the failure of business leadership to lead."

D.T.A. Issues Study On Women in Transport

"With the view of stimulating further employment of women in transportation industries," the Defense Transport Administration has issued its Special Manpower Study No. 8.

Samuel L. Newman, director of D.T.A.'s Manpower Division, explained that the purpose of the study is to examine the record of women already working and to "point the way toward further utilization of women in D.T.A. industries." Copies are available at the D.T.A. Information Office, Room 4217, I.C.C. building, Washington 25, D C.

Conveyor Belt Issue Smolders On in Ohio

Retaliating against a booklet "The Belt Conveyor, a Threat to Rural Ohio," recently distributed throughout the state by the Ohio State Grange, proponents of the "rubber railroad" have now come up with a statement entitled "Rural Ohio Should Actively Support the Belt Conveyor," and have demanded it be given similar distribution by the Grange.

In brief, the statement claims that because the belt will boost Ohio industry, it will likewise boost the demand for farm products because it will attract added population to the state's industrial centers. Belt proponents claim that by hauling up to 52 million tons of coal and iron ore a year "at a saving of from $20 million to $45 million," mills of the state will be able to operate competitively with those at other points where lower all-water transportation costs govern. The statement also claims that Ohio farmers will profit from lower cost of steel farm implements; from lower taxes ("the belt system will generate $75 million in new federal and local taxes"); and from lower electric power costs.

The proponents denied that the belt conveyor corporation is seeking the right to condemn land for construction of the project. "We only seek permission to buy, at a fair price, the land on which to build the conveyor." To the charge that the conveyor belt could be speedily bombed or sabotaged in time of war the proponents replied: "So can railroad facilities . . . But a belt conveyor can be repaired much more easily and quickly. . . ."

[Riverlake Belt Conveyor Lines, Inc., backed by the Akron, Canton & Youngstown and a number of interested manufacturing interests, have sought for several years the right to construct a 103-mile belt conveyor to haul coal and iron ore from Loraine (or possibly Cleveland) to East Liverpool. A bill that would have granted the corporation the right of eminent domain was "killed" in a committee of the Ohio legislature in March 1951. —Editor]

Supreme Court Keeps I.C.C. Reversed in Wharfage Case

The United States Supreme Court has left in effect a lower-court decision which set aside the Interstate Commerce Commission's order in the so-called Norfolk Wharfage case.

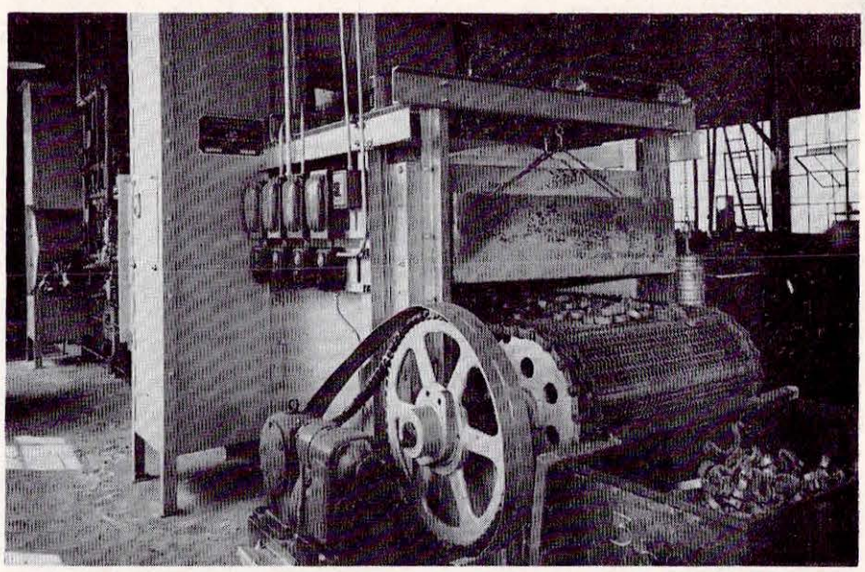
The case involves the federal government's complaint against discontinuance by the railroads of wharfage allowances on freight moving over Norfolk, Va., piers after such piers were taken over by the army during World War II. The I.C.C. upheld the railroads' action, but the commission's decision was reversed by the U. S. Court of Appeals for the District of Columbia, which held that the government was entitled to reparations.

The Supreme Cou ''s action was a November 24 order denying the I.C.C.'s petition for review of the Appeals Court's determination. (*Railway Age* August 4, page 13.)

Bevan Tells of RR Fight Against Socialist Trend

Railroads not only are holding the beachhead but also are vigorously presenting their case to the public and to law-making bodies, in an attempt to turn back the tide of nationalization flowing strongly toward all business, David C. Bevan, vice-president—finance of the Pennsylvania, said in Asbury Park, N. J., on November 19. Addressing the 24th annual conference of the New Jersey Bankers Association, Mr. Bevan told his audience the railroad industry is a drastic example of over-regulation and that assistance is being asked of business, finance, agriculture and labor leaders to try to get changes made in "some of the worst features of this over-regulation" through legislative action in the next Congress.

"We must face the reality," the PRR executive added, "that sometime in the not too distant future both your in-



THIS CONVECTION-HEATED draw furnace has recently been installed at the Chicago Heights (Ill.) plant of the Mid-West Forging & Manufacturing Co. It is expected that the new furnace, which is automatic in operation, will speed production and improve the quality of the company's rail anchor, known as the Improved Gautier rail anchor. The furnace is 40 ft. long and is said to be capable of drawing 600 three-pound anchors per hour. The anchors move automatically through two heating zones on a stainless steel belt. The operating temperature is 995 deg. F., with a variation of plus or minus 5 deg. With this furnace it is said that the anchors have a maximum variation in Brinell hardness of only plus or minus 5 points. It is estimated the furnace will halve the time of drawing anchors.

dustry and my industry will have to survive under less favorable economic conditions. There is, therefore, an imperative need to get ready what cannot be postponed with any safety. Railroad men are optimistic about the attitude of Congress in giving us some of the immediate relief in legislation needed, and we are optimistic about the long-range prospect of placing the facts before all thinking people. With success in such a program we have no fear of the future."

After 27 Years, I.C.C. Ends Filing of Car-Repair Pacts

The Interstate Commerce Commission has vacated its order of July 6, 1925, which has required Class I railroads to file copies of contracts or agreements entered into for the repair or rebuilding of equipment in shops other than their own

It appears "that there is sufficient justification for vacating such order," said the commission's October 6 order which did the vacating.

Regulation Stifles Imagination—Drysdale

"It is interesting to note the surprise of the businessman who asks the government to fix the price he pays for transportation service when the government comes around to fix the price at which he sells his product," Robert M. Drysdale, Jr., executive vice-president of the Federation for Railway Progress, told a recent meeting of the Los Angeles Transportation Club.

"Transportation was the first business to come under regulation, but not the last," Mr. Drysdale said. "The experience gained, the methods pursued, the ease with which government force has been applied increasingly to the affairs of this one business, have led inevitably to its extension to other businesses with what results we are just now coming to realize . . . Regulation with its interminable procedure of hearings, briefs, arguments and appeals, stifles imaginative and bold experimentation. Such restrictions discourage, and often stop, any progressive railroad that is willing to go out and do something new for its customers . . . Many railroad managements, whether for reasons of inertia or otherwise, prefer to stand still with the excuse 'The I.C.C. would not let us do this.' If this 'regulation excuse' were removed, a great service would be done not only to railroads but to the public as well."

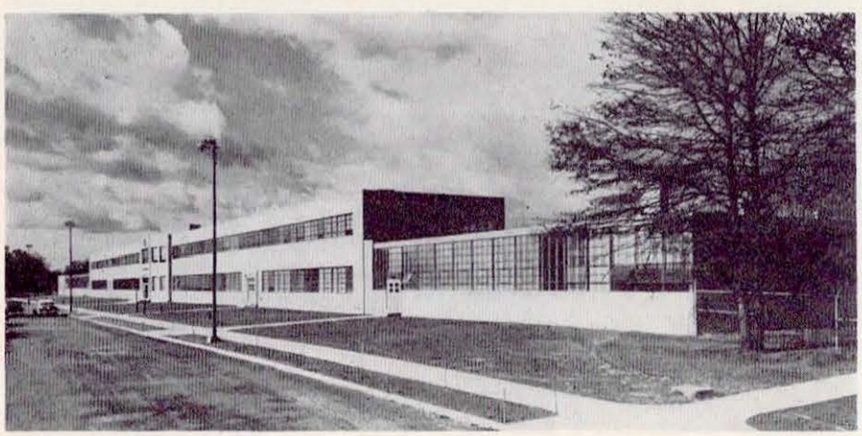
CLASS I ROADS REAFFIRM CAR BUILDING PROGRAM

Railroads belonging to the Association of American Railroads have "reaffirmed" their program to build up their freight car supply to "not less than" 1,850,000 cars. This action was taken at the annual member road meeting of the association in New York on November 21, and of course constitutes a program for Class I railroads alone.

In a resolution adopted at that meeting the individual railroads agreed to support this car building program so as to attain the stated goal by December 31, 1954, which is regarded as the "earliest date possible under present conditions of materials supply." Since the availability of steel suitable for car building is regarded as the factor controlling the speed with which the program can be carried out, government authorities controlling allocation of that material are being called upon to allocate "at once and continuously" sufficient steel to build 10,000 freight cars monthly.

James K. Knudson, administrator of the Defense Transport Administration, was present at the member road meeting and assured the railroads that government agencies concerned with steel allocation would cooperate in every possible way toward realization of the railroad program. He expressed the hope that the 10,000-cars-a-month rate could be attained within a year. The 1,850,000 car inventory would be around 95,000 cars greater than the present supply, it was pointed out, and it would have to be attained while retirements of old cars continue at a rate roughly of 5,000 cars per month.

Officers and directors of the A.A.R. were reelected at the annual meeting and membership of the board of directors was enlarged to a total of 21 by the addition of three members, R. H. Smith, G. A. McNamara, and John E. Tilford, presidents, respectively, of the Norfolk & Western, Soo Line, and Louisville & Nashville. Announcement was made of the retirement, effective December 31, of Judge R. V. Fletcher, special counsel of the A.A.R. and former general counsel and president.



THIS MODERN PLANT at Union, N. J., with 272,000 sq. ft. of floor space, has recently been placed in operation by the Airco Equipment Manufacturing Division of the Air Reduction Company. The new building houses the entire division and employs approximately 1,000 persons in the manufacture of welding and cutting torches, tips, regulators, oxygen and acetylene manufacturing and distribution equipment, gas-arc welding apparatus and oxyacetylene cutting machines.

EQUIPMENT AND SUPPLIES

Domestic Equipment Orders Reported in November

Domestic equipment orders for 128 diesel units and 2,100 freight cars were reported by individual purchaser in *Railway Age* in November. No passenger car orders were reported. Estimated cost of the diesels is $24,772,000, and of the freight cars, $12,600,000. An accompanying table (facing page) lists the orders in detail.

During the first 11 months of 1952, *Railway Age* has reported by individual purchaser domestic orders for 1,254 diesel units and 15 steam and 10 electric locomotives costing an estimated $204,548,000; 33,681 freight-train cars costing an estimated $212,247,000; and 415 passenger-train cars costing an estimated $51,218,016.

FREIGHT CARS

The **Lehigh & New England** has ordered 100 70-ton covered hopper cars from the Pullman-Standard Car Manufacturing Company.

The **Southern Pacific** is asking for bids on 2,000 freight cars, in addition

DOMESTIC EQUIPMENT ORDERS REPORTED IN NOVEMBER

LOCOMOTIVES

Purchaser	No.	Type	Issue Reported	Builder
B&LE	5	1,500-hp. Rd.-Sw.	Nov. 24	Electro-Motive
	4	1,500-hp. "A" Frt.	Nov. 24	Electro-Motive
	4	1,500-hp. "B" Frt.	Nov. 24	Electro-Motive
C&O	16	1,500-hp. Gen. Purpose	Nov. 24	Electro-Motive
Clinchfield	9	1,500-hp. Freight	Nov. 24	Electro-Motive
	5	1,500-hp. Gen. Purpose	Nov. 24	Electro-Motive
DL&W	10	2,400-hp. Gen. Purpose	Nov. 24	Fairbanks, Morse
Monongahela	7	1,200-hp. Switching	Nov. 24	Baldwin-Lima-Hamilton
Southern	30	Diesel units	Nov. 3	Electro-Motive / American-G.E.
SP&S	4	1,600-hp. Rd.-Sw.	Nov. 24	American-G.E.
	4	1,500-hp. Passenger	Nov. 24	Electro-Motive
Wabash	2	2-unit 3,000-hp. Frt.	Nov. 24	Electro-Motive
	2	2,250-hp. Passenger	Nov. 24	Electro-Motive
	5	1,500-hp. Rd.-Sw.	Nov. 24	Electro-Motive
	3	1,200-hp. Switching	Nov. 24	Electro-Motive
	5	800-hp. Switching	Nov. 24	Electro-Motive
	3	1,000-hp. Switching	Nov. 24	American-G.E.
	3	1,200-hp. Switching	Nov. 24	Fairbanks, Morse
	3	1,200-hp. Switching	Nov. 24	Baldwin-Lima-Hamilton
	1	2-unit 3,000-hp. Frt.	Nov. 24	G.M. Diesel, Ltd.

FREIGHT CARS

ACL	800	50-ton Pulpwood	Nov. 17	Bethlehem Steel
	600	70-ton Cov. Hopper	Nov. 17	Pullman-Standard
	600	70-ton Cov. Hopper	Nov. 17	Amer. Car & Fdy.
GM&O	100	Pulpwood	Nov. 17	R.R. Shops

to 6,300 still to be delivered on its previous orders. The new orders will include mostly gondolas and open and covered hopper cars.

LOCOMOTIVES

RRs Installed 2,667 Power Units in First 10 Months

Class I railroads put 2,667 power units in service during the first 10 months of 1952, compared with 2,929 power units installed in the comparable 1951 period, the Association of American Railroads has announced. Motive power installed in this year's first 10 months included 2,650 diesel units and 15 steam and one electric locomotive. Motive power installations in the first 10 months of 1951 included 2,909 diesel units and 16 steam and two electric locomotives.

October 1952 installations included 248 diesel units and two steam locomotives, compared with October 1951 installations of 354 diesel units and two steam locomotives.

Class I railroads had 845 diesel units and 19 gas turbine and 19 steam locomotives on order on November 1, compared with 1,709 diesel units and 10 gas turbine, 21 steam and two electric locomotives on order on November 1 last year.

The **Missouri Pacific** has received authorization to purchase 64 additional diesel units for its 1953 equipment program. Orders had not been placed at the time this issue went to press, but it was expected the cost would be $9,812,000. Deliveries will be made some time "early in 1953" according to P. J. Neff, the road's chief executive officer.

The equipment will make possible dieselization of terminal operations at Memphis, Little Rock, Galveston, Alexandria, La., and Lake Charles. It also will permit dieselization of all regular operations between Memphis and Bald Knob, Ark.; between Memphis and Helena, Ark.; between Monroe, La., and Lake Charles; between Galveston, Tex., and Palestine; and between Taylor and Palestine. When the units are delivered, diesel units owned by the MP system will total 741.

SIGNALING

The **Atchison, Topeka & Santa Fe** has ordered from the Union Switch & Signal Division of Westinghouse Air Brake Company material to install traffic control on 14.3 miles of double track between Willow Springs, Ill., and Bridgeport. The new installation will provide for operation by signal indication in either direction on both main tracks. Interlocking facilities west of McCook, and at Romeo, will be remotely controlled from a new Style C machine at Willow Springs, and five existing interlockings will be modified to conform with the new signaling. In addition to the new style C control machine and code equipment, the order includes styles H-2 and H-5 searchlight signals, N-2 color-light signals, M-23A dual-control electric switch machines, SL-21A electric switch locks, relays, rectifiers, housings and switch circuit controllers. Field installation will be handled by railway forces.

The **Atlantic Coast Line** has awarded a contract to the Union Switch & Signal division of the Westinghouse Air Brake Company for installation of C.T.C. on 110 miles of single track between Tampa, Fla., and Sanford, and 10 miles on the Bone Valley branch. In addition to a 15-ft. Style C control machine, which will be located at Tampa division headquarters, the installation includes code and carrier equipment, Styles H-2 high and N-2 dwarf signals, M-23B dual-control electric switch machines, T-21 switch stands, SL-25 and SL-26 electric switch locks, coded track circuit apparatus, relays, rectifiers, transformers and housings.

The **Canadian Pacific** has ordered from the Union Switch & Signal division of the Westinghouse Air Brake Company material necessary to install Style H-2 high and dwarf searchlight signals and Style M-3 electric switch machines at the Whittier Jct. interlocking at Winnipeg, Man. Field installation work will be handled by railway forces.

The **Chicago & North Western** has ordered from the Union Switch & Signal division of the Westinghouse Air Brake Company 10 sets of three-indication Type E coded cab signal equipment to be installed on diesel locomotives.

The **Chicago, Rock Island & Pacific** has ordered from the Union Switch & Signal division of the Westinghouse Air Brake Company material necessary to install remote control on the Missouri division junction interlocking at Davenport, Ia. In addition to the Style C control machine, which will be installed at Rock Island, Ill., the order includes code equipment, Style H-2 searchlight signals, M-23 B dual-control electric switch machines, relays and rectifiers. Field installation work will be handled by railroad construction forces.

The **Chicago Great Western** has ordered from the Union Switch & Signal division of the Westinghouse Air Brake Company material necessary to replace automatic signals on approximately 58 mi. of single track between West Concord, Minn., and South St. Paul. The order includes Styles H-2 searchlight signals, relays, rectifiers, transformers and housings. Field installation work will be handled by railroad construction forces.

The **Missouri-Kansas-Texas** has ordered from the Union Switch & Signal Division of Westinghouse Air Brake Company material to install automatic signaling on approximately 22 miles of track between North Jefferson, Mo., and Steedman. The order includes style H-5 searchlight signals, relays, rectifiers, transformers and housings. Field installation will be handled by railroad forces.

The **Reading** has ordered from the Union Switch & Signal division of the Westinghouse Air Brake Company material to install new interlocking facilities at Third street, Bethlehem, Pa., which will be remotely controlled from "BY" interlocking, a distance of 9,000 ft. In addition to the Style C control machine the order includes code equipment, Styles TR signals, M-3 electric switch machines, SL-6A electric switch locks, relays, rectifiers, transformers and housings. Field installation work will be handled by railroad forces.

SUPPLY TRADE

John E. Angst, formerly sales agent for the **American Car & Foundry Co.,** has been appointed assistant western sales manager. He will report directly to **John H. VanMoss,** western sales manager, with headquarters as before in Chicago. Mr. Angst joined the company's sales staff at New York in 1945 and was transferred to Chicago in 1948.

J. David Wright, assistant manager of the industry engineering and sales department of the **General Electric Company,** has retired after 43 years of service.

T. C. Schraer, manager of the Cincinnati district sales office of the **Youngstown Sheet & Tube Co.,** has been transferred to the general offices in Youngstown, Ohio, as assistant manager of conduit sales. **C. B. Mullender,** formerly sales representative in the Cincinnati office, has been appointed manager of that office to succeed Mr. Schraer. **George D. Wick, III,** formerly sales representative in the Youngstown district sales office, has been transferred to Charlotte, N.C.

Wesley C. Newman, traffic manager for the Minneapolis office of the **Archer-Daniels-Midland Company,** has been appointed general traffic manager to succeed **Judd F. Adams,** who has retired after 25 years f service.

Wesley C. Newman

Mr. Newman began his career in 1910 with the Soo Line and was associated with several grain companies before joining A.-D.-M. in 1940. Mr. Adams joined the Armour Grain Company as traffic manager in 1918 and continued in that capacity after Armour Grain was purchased by Archer-Daniels-Midland in 1927.

Judd F. Adams

Kenneth H. Jamieson has been appointed assistant general traffic manager of the **Eastman Kodak Company,** and **Francis P. Ryan,** assistant to general traffic manager.

E. H. Martin, Jr., has been appointed manager of Foamglas low temperature insulation sales for the **Pittsburgh Corning Corporation.** Mr. Martin joined the company in 1949 and has worked as assistant manager, Foamglas industrial insulation sales, and as manager of Foamglas building insulation sales.

The Mississippi Supply Company, 80 East Jackson boulevard, Chicago, has been appointed by the Industrial Truck division of the Clark Equipment Company as dealer to a group of railroads with headquarters in Chicago. Richard J. Mulroney (above), and Russell E. Long (below), are partners in the dealership.

James F. Bishop, secretary-treasurer of the American Hoist & Derrick Co., also has been appointed general manager. Mr. Bishop, who joined the company in 1923, has been secretary-treasurer since 1945 and a director since 1951.

James R. Mohr, formerly assistant manager of sales at the Detroit district office of the American Steel and Wire division of the **United States Steel Corpration,** has been appointed manager of the merchant products sales division to succeed the late **Walter M. Floto.**

William L. Killen, formerly sales manager of the Chicago steel tank division of the **Pressed Steel Car Company,** has been appointed general manager of the division. **Edward A. Schiele,** formerly district sales manager for **G. O. Carlson, Inc.,** has been appointed to succeed Mr. Killen as sales manager.

F. R. Brookmeyer has been appointed vice-president of the **Equipment Research Corporation,** Chicago. Mr. Brookmeyer formerly was sales manager for the **Mars Signal Light Company.**

The **Baker-Raulang Company** has appointed the **Baker Industrial Truck Company of Wisconsin** as exclusive distributor for Baker industrial trucks and cranes in Milwaukee and eastern Wisconsin. **Walter J. Dahl** is owner of the new distributorship, with offices at 231 West Wisconsin avenue, Milwaukee.

The United States Steel Supply division of the **United States Steel Corporation** has opened a modern warehouse at 9500 Clinton road, near Galena Park, Tex., some nine miles southeast of Houston along the Houston ship canal. The new facility carries complete stocks of steel in carbon, alloy and stainless grades and provides modern cutting, burning and shearing facilities.

(Continued on page 104)

"Come Hell or High Water"

A.C.F. COVERED HOPPER CARS

Keep your Powder Dry!

Many Railroads are missing out on a source of revenue... losing good will... ignoring a potential plus service by overlooking the Covered Hopper Car!

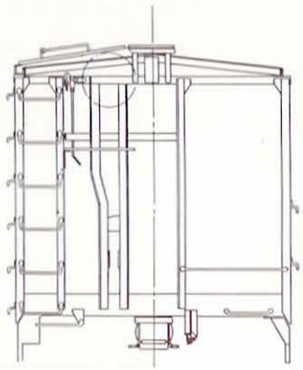
Today it looms on the transportation scene—offering gigantic and endless possibilities for those with the long view, but who must realize immediate action. While Railroads are not required to furnish this versatile car, alert Railroad management has seized upon the Covered Hopper as a means of added revenue.

and for good reason...

The Covered Hopper Car Most Valuable Cars!

Covered Hopper Cars, originated and developed to their present stage of efficiency by American Car and Foundry, continue to grow in popularity. Once a shipper is aware of the Covered Hopper's tremendous advantages, he will not be satisfied with anything less.

In short, the Covered Hopper Car puts railroads in greater competitive position. And here's what it means to the shippers:

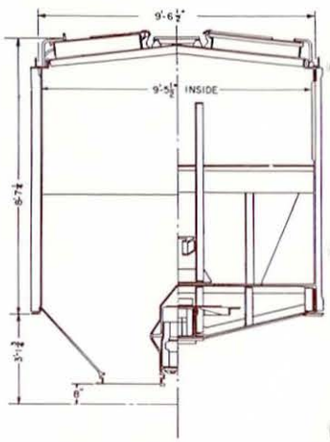


Dry chemicals, cement, in fact, about 80 commodities which must be kept perfectly dry, are shipped more efficiently, more economically!

...it saves not only the cost of boxes, barrels, or bags—but also handling and filling containers at the source!

Valuable time is saved in loading and unloading!...there's more space for a greater payload...and the dust danger is minimized because everything is mechanical.

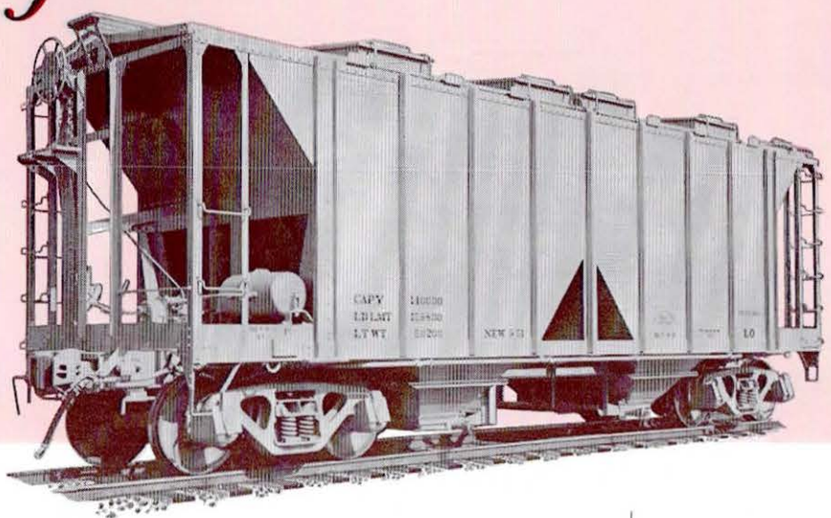
These are strong inducements for a Road to offer ...powerful reasons for a shipper to 'go by rail in a Covered Hopper'.

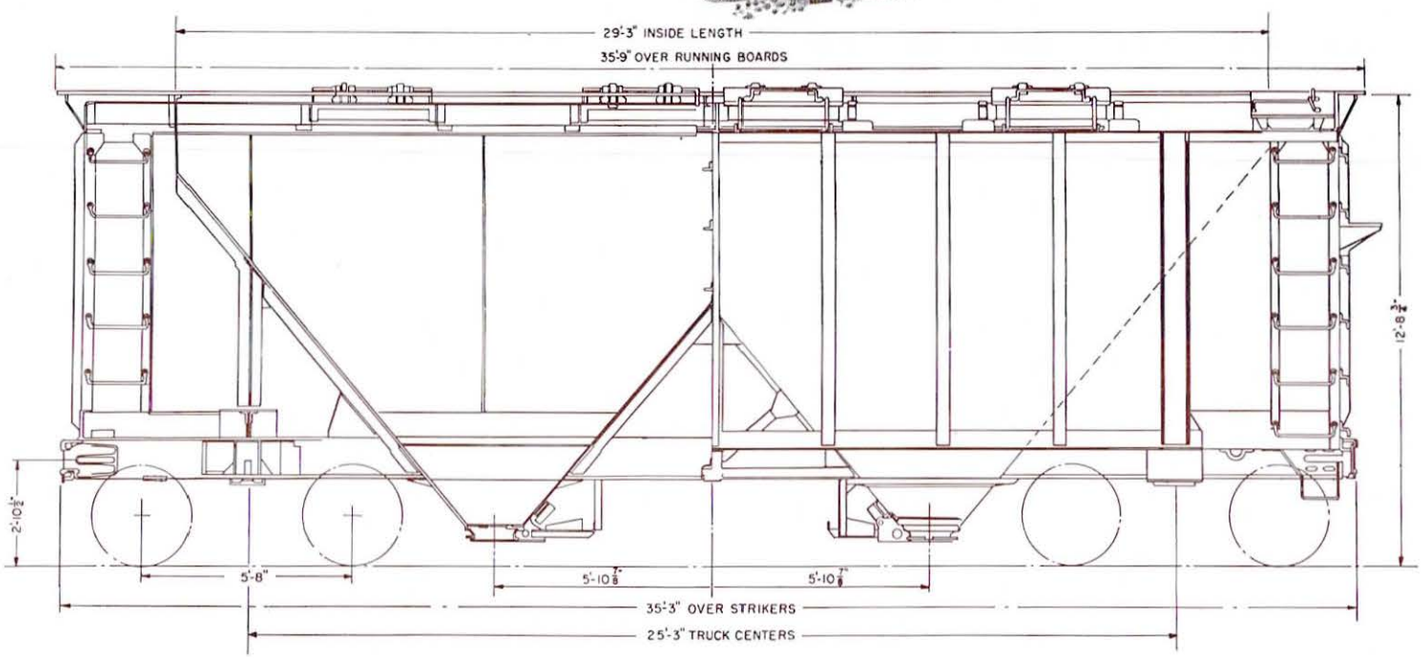


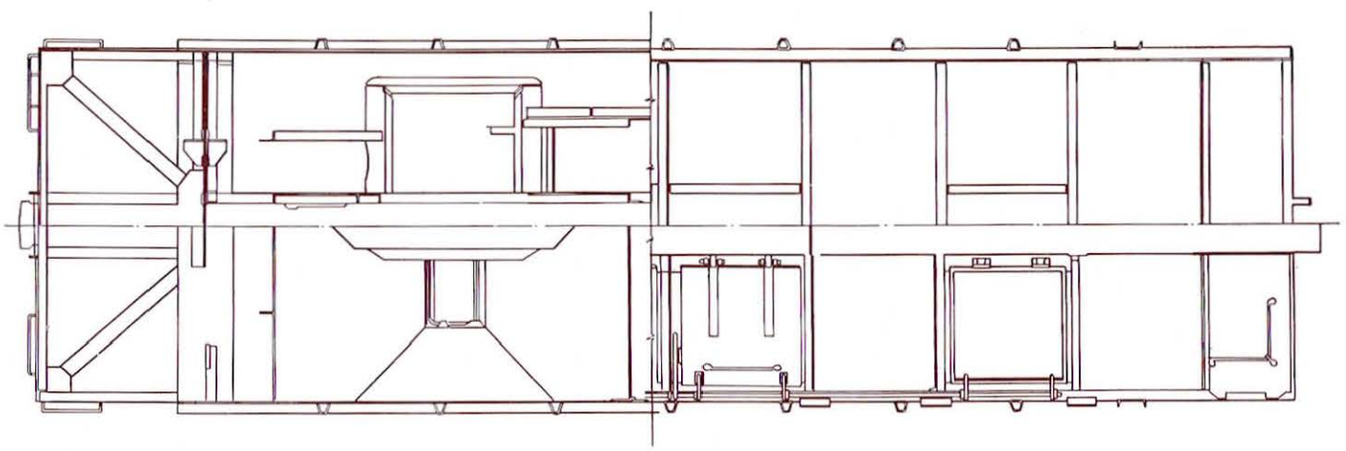
Why not investigate this popular a.c.f. built car. With its standardized design and mass production economies, you get the world's most dependable car and pay no more. Put this competitive car to work for you and your Road. American Car and Foundry Company, New York • Chicago • St. Louis • Cleveland • Philadelphia Washington • San Francisco.

a.c.f. CAR BUILDERS

can be one of your







TO AMERICA'S RAILROADS

SPECIFICATIONS

Length inside of body	29′ 3″
Length over strikers	35′ 3″
Width over all	10′ 1-1/2″
Width inside	9′ 5-1/2″
Height sill to side plate	8′ 7-1/4″
Height rail to side sill	3′ 1-3/4″
Height rail to side plate	11′ 9″
Height rail to top of running board	12′ 9-3/4″
Height rail to bottom of discharge outlet	0′ 8″
Height rail to center line of coupler	2′ 10-1/2″
Height rail to bottom of center plate	2′ 1-3/4″
Slope of end floor slope sheet	50°
Slope of crossridge floor slope sheet	50°
Slope of side hopper sheet	48°
Number of discharge openings	4
Size of discharge openings	13″ x 2′ 0″
Number of roof hatches	8
Size of roof hatch openings	3′ 0″ x 3′ 0″
Distance center to center of trucks	25′ 3″
Truck wheel base	5′ 8″
Nominal capacity	140,000#
Cubic capacity loaded to eaves	1958 Cu. Ft.
Estimated light weight of body	34,300#
Estimated light weight of trucks	18,400#
Estimated light weight of car	52,700#

New York
Chicago
St. Louis
Cleveland

a.c.f. AMERICAN CAR AND FOUNDRY COMPANY

Philadelphia
Washington
San Francisco

7 TO 8 POLE LENGTHS' RELOCATION PER DAY

This "Caterpillar" Diesel No. 112 Motor Grader is working in thick, damp clay along the St. Louis-San Francisco Railway Company's right of way near Columbus, Kansas. Widening the shoulder and moving the ditch out, it averaged 7 to 8 pole lengths' run per day.

Many other railroads have also turned to "Cat" Motor Graders for use in roadbed stabilization. The modern trend to longer trains and higher speeds has made this maintenance job increasingly important, and "Cat" Graders have proved themselves naturals for it. They're so versatile you can keep them busy all year around — ditching, bank-shaping, scarifying, reverse-blading, removing snow and fine finishing.

Here are some features that make "Caterpillar" a standout among motor graders:

1 **Every inch of it is built by one manufacturer — "Caterpillar".**

2 **Weight, horsepower and speed are *balanced* for front-end stability and extra blade pressure.**

3 **Tandem drive assures constant power delivery and traction.**

4 **Mechanical controls provide instant, positive blade action in all conditions.**

5 **Constant mesh transmission makes shifting easy, fast, smooth.**

6 **Operator has full view of road, blade and job.**

7 **Complete range of blade positions gives machine maximum versatility.**

8 **Genuine "Caterpillar" parts mean longer wear — minimum down-time.**

For complete *facts* about these money-saving machines, see your nearby "Caterpillar" Dealer.

CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS

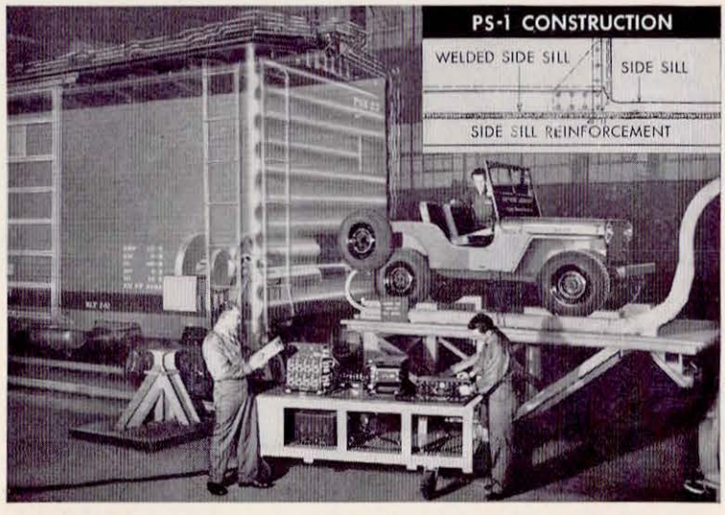
CATERPILLAR

REG. U. S. PAT. OFF.

DIESEL ENGINES
TRACTORS • MOTOR GRADERS
EARTHMOVING EQUIPMENT

Field research looks for significant construction data that can be incorporated in the PS-1 and thus minimize costly maintenance and delays. For instance, "on-line" studies by Pullman-Standard Sales and Service Engineers indicate that PS-1 construction of side sill and reinforcement at the doorway has overcome costly maintenance experienced at this location in many other current designs of cars.

Many railroads have reordered the PS-1 in quantity as many as four or five times. Orders can be placed for one or as many PS-1s as required because each PS-1 is completely standardized and each is built to the strict specifications of Pullman-Standard. Quality design and construction plus production line economy have been combined to supply railroads with an outstanding box car value.



Pullman-Standard Research & Development Laboratories reproduced "on line" conditions encountered at approximately 50 mph. to discover possible trouble spots. Two eccentric flywheels mounted over the center sill at the bolster build up a vibration in the box car so severe that the lading actually leaves the floor. This and other tests result in the continuous improvement of the PS-1.

SUBSIDIARY OF

CAR BUILDING DIVISION **PULLMAN**

79 EAST ADAMS STREET, CHICAGO 3, ILL. • BIRMINGHAM

"On-line" operating conditions

Pullman-Standard Sales and Service Engineers look for trouble by studying actual operating conditions. In their constant search for facts which might affect the performance of the PS-1, they can often anticipate failures and head them off before they happen. Thus, the PS-1 is ready to meet and beat the most severe operating conditions when it comes off the production line.

set the pace for keeping the PS-1

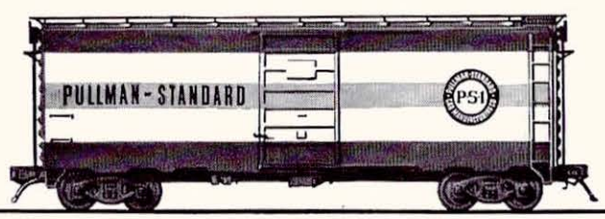
Research that starts in the field assures constant improvement of PS-1 construction and design, so that railroads can be supplied with the most advanced freight car that can be built. One example of the field data that became a product improvement is shown in the illustration at the left.

up to the "Pullman" standard

Railroad acceptance reveals that the standardized PS-1 merits the leadership it has acquired in just five years. The 50,000 PS-1s ordered are proof that quality as well as economy leads to the selection of this outstanding box car. If you require fast delivery of a top-flight box car—at lower costs—get the facts on the PS-1.

When you come to Chicago, you are cordially invited to visit our Michigan Avenue Industrial Showroom

The RECORD BREAKING **PS-1**



PULLMAN INCORPORATED

PULLMAN-STANDARD CAR MANUFACTURING COMPANY

PITTSBURGH • NEW YORK • SAN FRANCISCO • WASHINGTON

FLAME... for a "PAINT READY" SURFACE

AIRCO flame cleaning removes mill scale and crusted deposits *completely* – as only searing heat can do the job. Old paint and rust disappear... leaving the surface clean and moisture free – ready for immediate protective coating. The sooner you paint after flame cleaning, the better the job!

AIRCO provides a number of special-application flame cleaning tips. For structural steel... car sides and underframes... angle bar sections of rails... as well as special tip assemblies to prepare axles for magnetic particle inspection. All are readily adaptable to your present welding equipment.

AIRCO recommends the proper equipment... assists you in designing flame cleaning positioners and fixtures for special applications ... maintains a fully-staffed Railroad Technical Department to help you in the initial stages of any flame cleaning operation. Contact your nearest Airco office!

AIRCO®

AIR REDUCTION

AIR REDUCTION SALES COMPANY · AIR REDUCTION MAGNOLIA COMPANY
AIR REDUCTION PACIFIC COMPANY
REPRESENTED INTERNATIONALLY BY AIRCO COMPANY INTERNATIONAL
Divisions of Air Reduction Company, Incorporated
Offices in Principal Cities

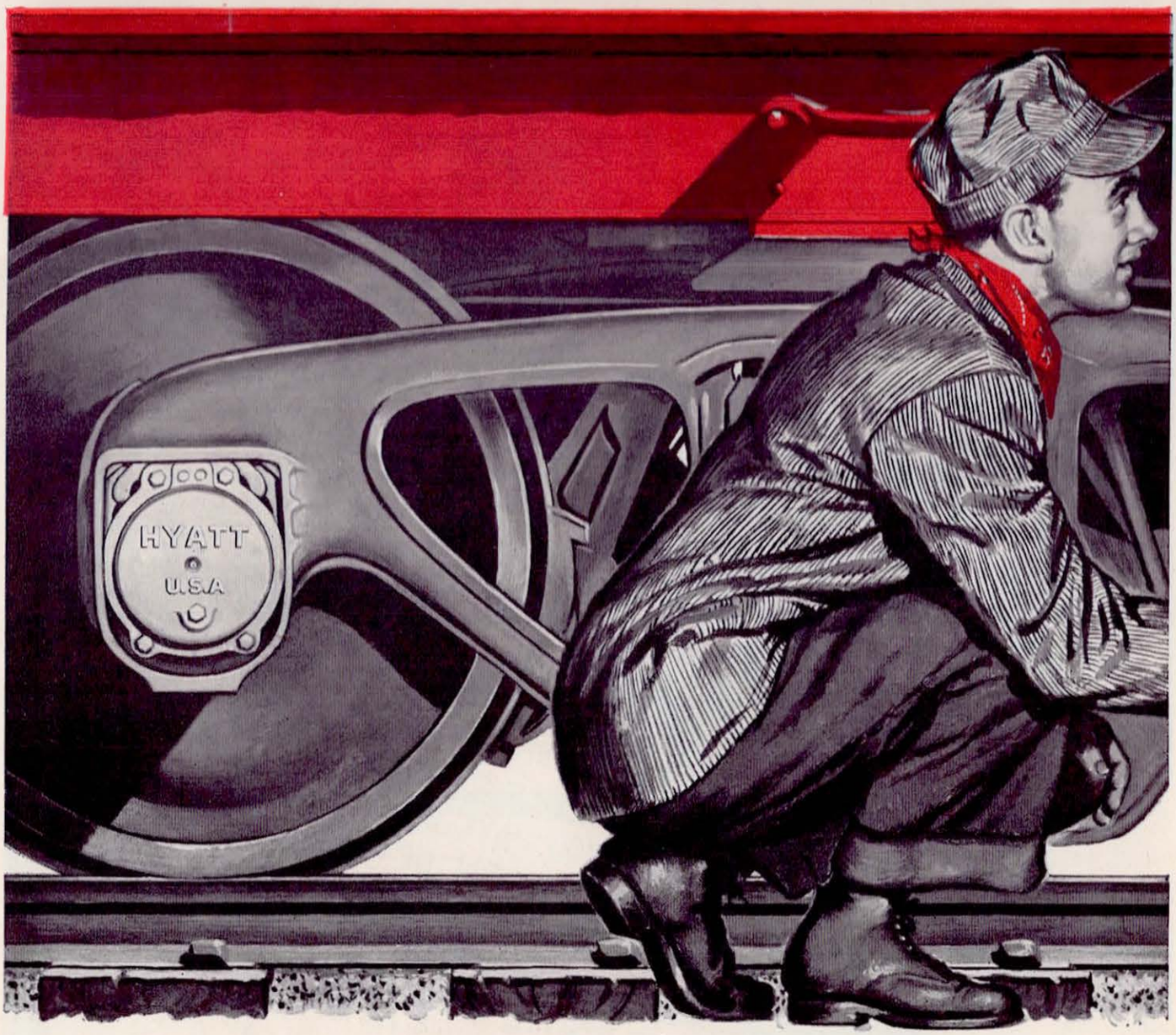
at the frontiers of progress you'll find AN AIR REDUCTION PRODUCT

KERITE
CABLE-GRAM
From a message received from Samuel F. B. Morse in 1868:
"I HAVE BEEN MUCH GRATIFIED IN EXAMINING YOUR COMPOUND CALLED KERITE IN ITS APPLICATION SPECIALLY TO TELEGRAPHIC CONDUCTORS, AS AN INSULATOR, WHETHER IN THE ATMOSPHERE, IT APPEARS TO ME YOU HAVE DISCOVERED THE MOST PERFECT OF ALL INSULATING SUBSTANCES FOR IN COMMENDING KERITE SPECIALLY FOR TELEGRAPHIC PURPOSES I WOULD BY NO MEANS LEAVE OUT OF VIEW ITS OTHER VARIOUS APPLICATIONS IN THE ARTS NO LESS EXTENSIVE AND USEFUL."
Kerite still is unequalled
DAYS KERITE

KERITE CABLE

THE KERITE COMPANY—30 Church St., New York 7, N. Y.
Offices also at 122 S. Michigan Ave., Chicago; 582 Market St., San Francisco;
3901 San Fernando Rd., Glendale 4, Calif.

THE VALUE AND SERVICE LIFE OF A PRODUCT CAN BE NO GREATER THAN THE INTEGRITY AND CRAFTSMANSHIP OF ITS MAKER.



HYATT means...

We don't have to tell you about the performance of Hyatt Roller Bearing Journal Boxes on passenger cars and diesel locomotives.

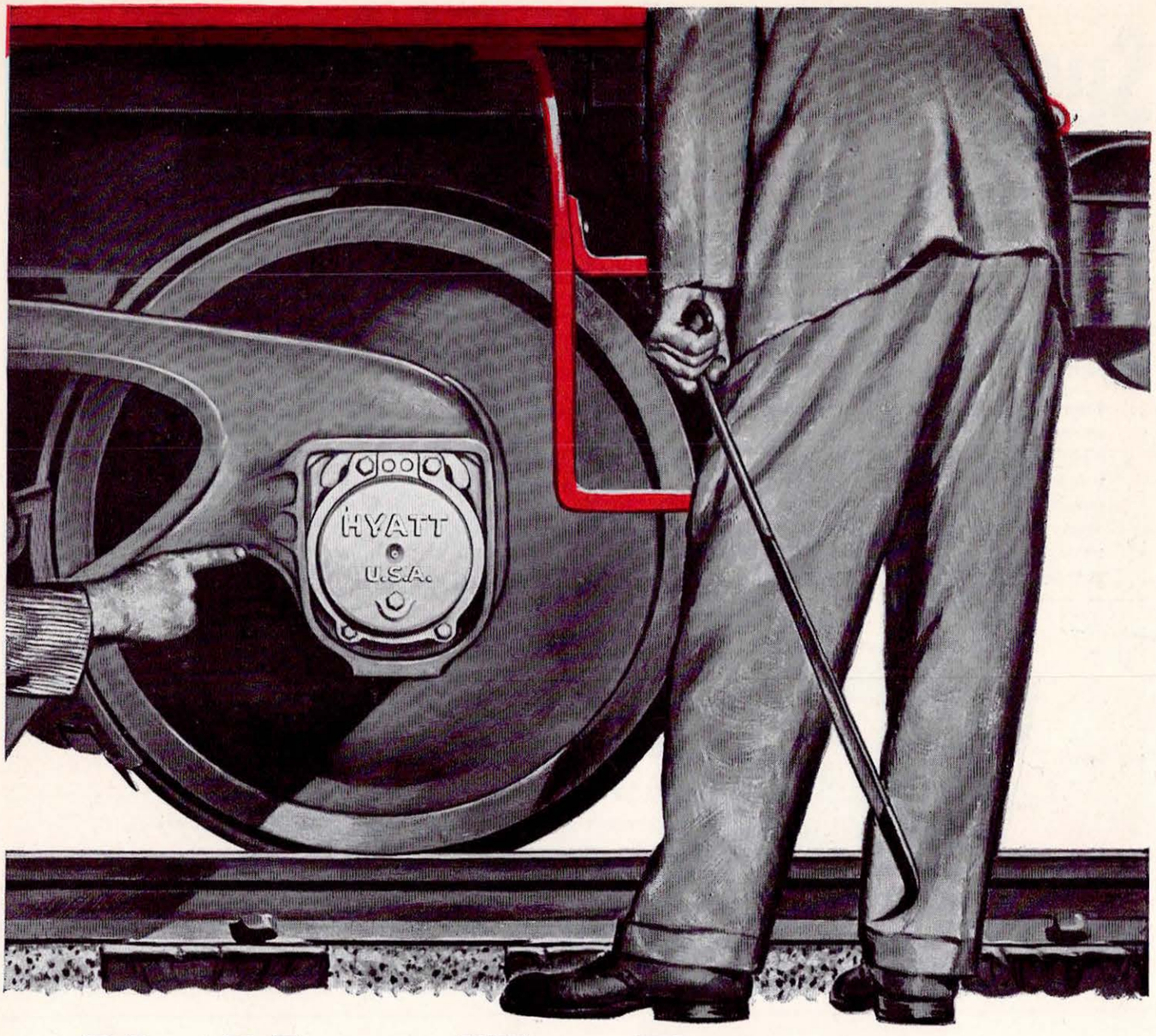
Most of you know from your own experience—on your own roads—and in your own shops that on a year-in year-out performance-basis you just can't beat Hyatts.

You also know, from talking or working with your shop men, that Hyatts are definitely easier to maintain. The ease with which boxes can be removed, simplified inspection, easy installation, accessibility of all parts and simple practical design has convinced your shop men that "It's easier with Hyatts".

We have incorporated the same tested and proven features into our new journal boxes for freight cars—both integral side frame and pedestal types. Let us show you how these new "Hyatts for Freight" can help you to eliminate hot boxes, step up schedules, reduce damage to lading and bring your rolling stock into balance with your improved motive power.

Hyatt Bearings Division, General Motors Corporation, Harrison, New Jersey.

HYATT ROLLER BEARING JOURNAL



No More Hot Boxes

HYATT OFFERS EXTRA ADVANTAGES

Free lateral, a unique Hyatt design advantage, allows freedom of axle movement through the bearing, thus cushioning shocks, minimizing wear on wheels and truck parts, and insuring against damage to lading.

No press fits to break when removing boxes for inspection.

Reduced inventory is possible because spare axles and wheels need to be fitted with inner races only.

Straight radial rollers of generous size provide for maximum load-carrying capacity and longer usable life.

Simplicity of design permits examination of all box and bearing parts with utmost freedom.

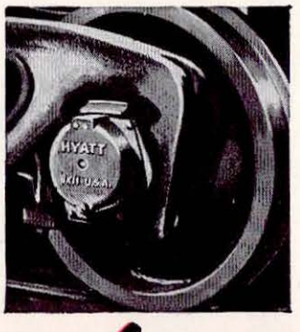


Illustration above shows box designed for integral side frame.

At left is box for pedestal type freight car truck.

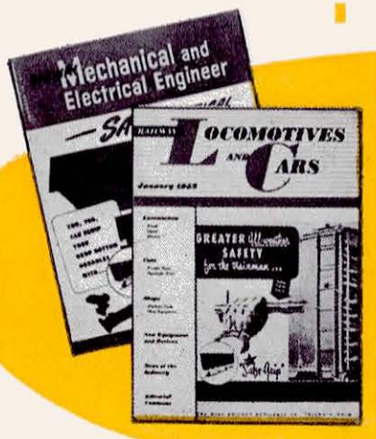
BOXES *for freight cars*

Specialized Editorial Services

new **cover designs**
new **names**
dramatize specialization of these railway papers

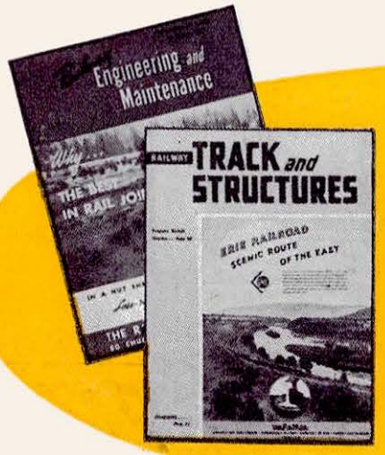
Effective with the January 1953 issues, many improvements will be made to all of the Simmons-Boardman railway publications. Two will have their names modernized, to more explicitly define the branches of the field they serve; and all will have their front covers redesigned.

To sell most effectively to the broad field of railroading, use these publications to contact the railroad top management and the key men within the departments concerned. Simmons-Boardman makes this possible at minimum cost through its monthly railway publications (vertical by departments) and RAILWAY AGE, the weekly *business* publication of railway management and operation.



ABP ABC

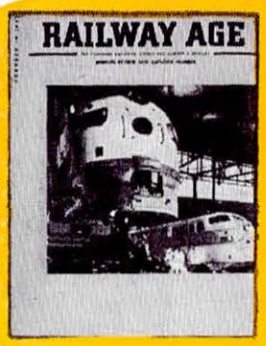
RAILWAY LOCOMOTIVES AND CARS
(formerly Railway Mechanical and Electrical Engineer) is the only magazine written specifically for railway men who design, build and maintain railway rolling stock, and who are responsible for shop operations and shop equipment. It concentrates on serving the interests of railway mechanical and electrical officers.



ABP ABC

RAILWAY TRACK AND STRUCTURES
(formerly Railway Engineering and Maintenance) is the only magazine written specifically for railway men who design, build and maintain railway tracks, bridges, buildings, and other railway structures. It is the specialized magazine of railway engineering and maintenance officers.

for the *Railway Market*

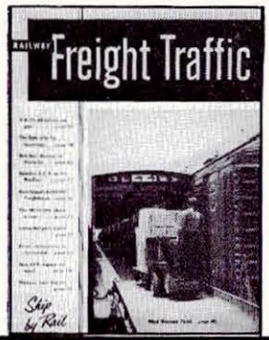


RAILWAY AGE
is the only magazine written specifically from the viewpoint of railway management and operation. It is the recognized authority on railway matters... the broad coverage, weekly railway business publication. It is *must* reading for all railway men in executive, managerial, purchasing, and key departmental positions who have an interest and responsibility in the *business* of railroading.

Railway Signaling and Communications
KERITE CABLE
KERITE
CABLE-GRAM
THE PLUS VALUES OF A PRODUCT WELL DESIGNED AND BUILT FOR LONG SERVICE WILL OUTLAST YOUR MEMORY OF THE DAY YOU BOUGHT IT BUT WILL NEVER OUTLAST YOUR APPRECIATION OF ITS WORTHINESS.

RAILWAY SIGNALING AND COMMUNICATIONS
is the only magazine written specifically for all railway men who design, install and maintain railway systems of signaling, centralized train control, car retarders for classification yards, highway grade crossing protection, telephone, telegraph and radio communications.

A NEW Monthly Magazine For Shippers



RAILWAY FREIGHT TRAFFIC will take over both the service and shipper distribution of the Freight Traffic issues of RAILWAY AGE. The purpose of changing this service into a separate publication is to broaden its scope and increase its value both to the shippers who read it and to the railroads and suppliers who advertise in it. The first issue of this new publication will be January 1953. It will offer a new schedule of advertising rates, and these rates will also be available in combination with RAILWAY AGE.

SIMMONS-BOARDMAN PUBLICATIONS

30 Church Street, New York 7, N. Y. — 79 West Monroe Street, Chicago 3, Ill.

Terminal Tower, Cleveland 13, Ohio — 2909 Maple Avenue, Dallas 4, Texas — 816 W. 5th Street, Los Angeles 17, Calif.

1081 Nat'l. Press Bldg., Washington 4, D. C. — Terminal Sales Bldg., Portland 5, Ore. — 1204 Russ Bldg., San Francisco 11, Calif.

THE IMPROVED
Exide-Ironclad
For Diesel Starting

WHEN IT'S AN

EXIDE-IRONCLAD

YOUR DIESELS START

1888—DEPENDABLE BATTERIES FOR 64 YEARS—1952

Your Best BATTERY BUY...AT ANY PRICE

BEST because it assures quick breakaway and fast acceleration of engine to firing speed . . . high power reserve at all times for operation of control equipment . . . high availability—uninterrupted on-line service . . . low costs of operation, maintenance, depreciation . . . inherent safety . . . clean, quiet operation . . . interchangeable sizes for diesel-electric locomotives of every make.

Type MV-17-D Exide-Ironclad Battery—284 ampere hours—for cranking switching locomotives of 600 hp and larger.

Some of the many outstanding features

The long-life grids now contain corrosion-resistant SILVIUM. New polyethylene insulating bar seals bottom of tube and retains active material—thus maintaining high battery capacity for a longer working life. Improved negative plates. New sealing compound. Shock-proof molded container. New unbreakable plastic vent plugs.

Type MV-25-D Exide-Ironclad Battery—426 ampere hours—for cranking road locomotives of the larger sizes.

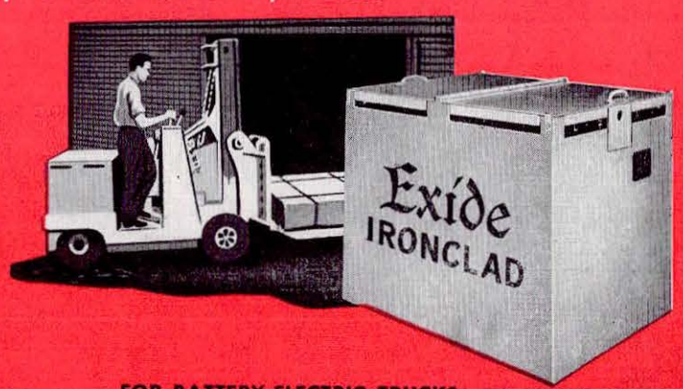
THE ELECTRIC STORAGE BATTERY COMPANY
Philadelphia 2
Exide Batteries of Canada, Limited, Toronto

"EXIDE-IRONCLAD" and "SILVIUM" *Reg. T.M. U.S. Pat. Off.*

EXIDE-IRONCLAD BATTERIES

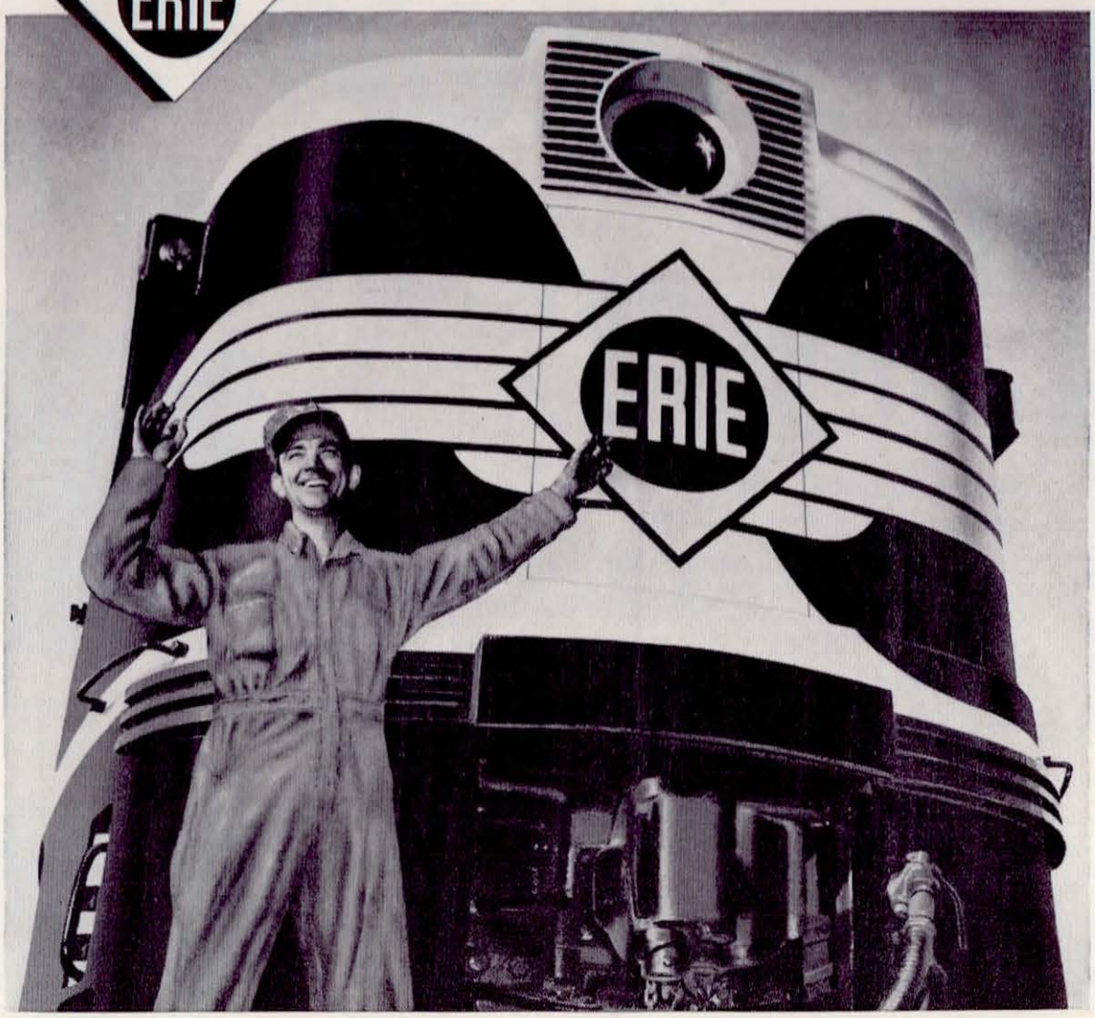
Many types, many sizes, many capacities for all heavy-duty applications in railway service

FOR CAR LIGHTING AND AIR-CONDITIONING



FOR BATTERY-ELECTRIC TRUCKS

. . . Mark of PROGRESS in Railroading



On the nose...100%

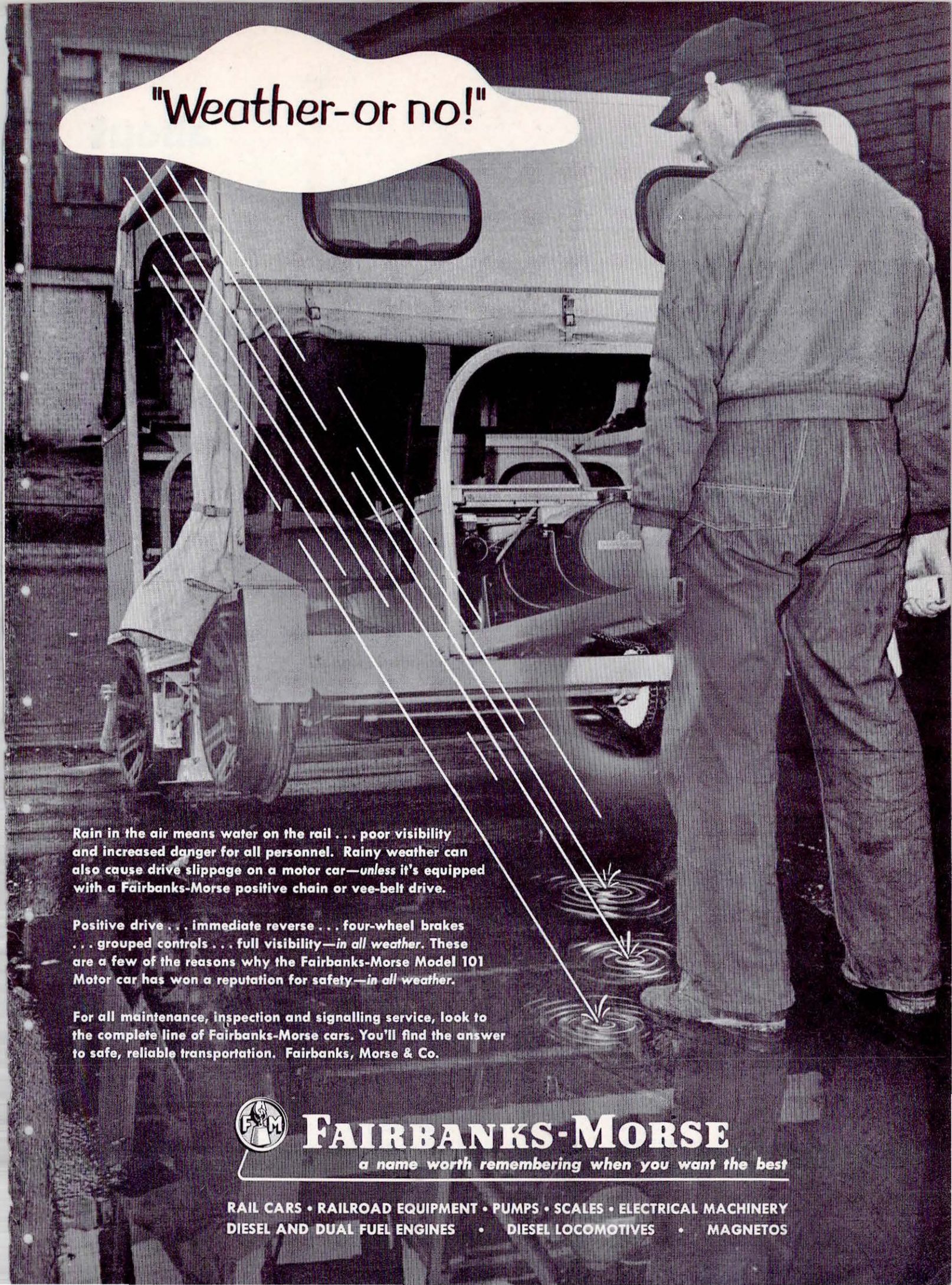
We've got some important news about the Erie—news that's summed up neatly by pointing to the familiar Erie diamond right on the nose of our diesels.

The Erie is proud to announce that all its freight trains are now hauled by diesel locomotives—100%. These powerful, modern locomotives produce the efficiency that gives better "on-time" freight performance for shippers—Erie's prime objective.

This milestone marks the Erie as the first trunk line railroad operating between New York and Chicago to be completely dieselized in freight service. Known as the "Mark of PROGRESS in Railroading", the Erie diamond has become the symbol of Erie's forward-looking policy of providing the best in safe, dependable transportation—one of the reasons why so many shippers say, "Route it Erie!"

Erie Railroad

Serving the Heart of Industrial America



Rain in the air means water on the rail . . . poor visibility and increased danger for all personnel. Rainy weather can also cause drive slippage on a motor car—*unless* it's equipped with a Fairbanks-Morse positive chain or vee-belt drive.

Positive drive . . . immediate reverse . . . four-wheel brakes . . . grouped controls . . . full visibility—*in all weather*. These are a few of the reasons why the Fairbanks-Morse Model 101 Motor car has won a reputation for safety—*in all weather*.

For all maintenance, inspection and signalling service, look to the complete line of Fairbanks-Morse cars. You'll find the answer to safe, reliable transportation. Fairbanks, Morse & Co.

FAIRBANKS-MORSE

a name worth remembering when you want the best

RAIL CARS • RAILROAD EQUIPMENT • PUMPS • SCALES • ELECTRICAL MACHINERY
DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • MAGNETOS

Here are *MORE FACTS* about *in modern freight service*

Solid bearings best meet all performance requirements for both high-speed "on-line" equipment and interchange rolling stock that operates only 2.81 hours a day—at lowest possible cost!

With on-line rolling stock, freight or passenger cars, 5 to 10 million trouble-free car miles with solid-type bearings is an often accomplished fact. In high speed "overnighter" service one eastern road accumulated 42 million car miles without a solid bearing failure. You can't match that kind of performance—no matter where you look!

Lowest Per Diem Rates

What about interchange? As standards of maintenance and inspection are improved "on-line" performance will be approached in interchange. But just as important, the low-cost solid bearing makes possible the very lowest per diem interchange rates. That's vital to railroads because from 50% to 80% of the cars you operate are foreign, and necessary standby time keeps them idle over 21 hours a day.

Yes, dollar for dollar, you just can't beat solid-type car journal bearings for rolling stock. With proper maintenance and solid-type bearings installed, every desirable advantage in car journal operation is easily attainable. You can take the biggest loads, and make the fastest schedules. You save up to 1500 pounds per car . . . and get the smoothest ride on any standard truck. And best of all, you're sure of remarkably high bearing efficiency at the lowest possible cost.

Be sure to get your free copy of "The Facts About AAR Solid Journal Bearings." Just write a post card or letter to Magnus Metal Corporation, 111 Broadway, New York 6; or 80 E. Jackson Blvd., Chicago 4.

MAGNUS

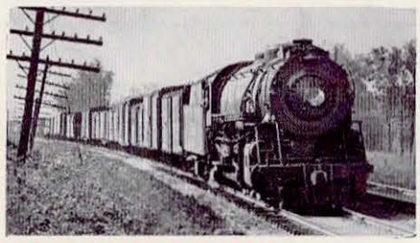
Solid Bearings

Right for Railroads

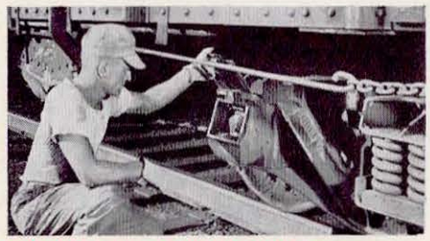
. . . in performance . . . in cost

MAGNUS METAL CORPORATION *Subsidiary of* **NATIONAL LEAD COMPANY**

LOWEST CAR COST. According to some estimates, over *400,000 solid-bearing cars* could be purchased for the investment necessary to equip America's 2,000,000-car fleet with roller-type bearings.

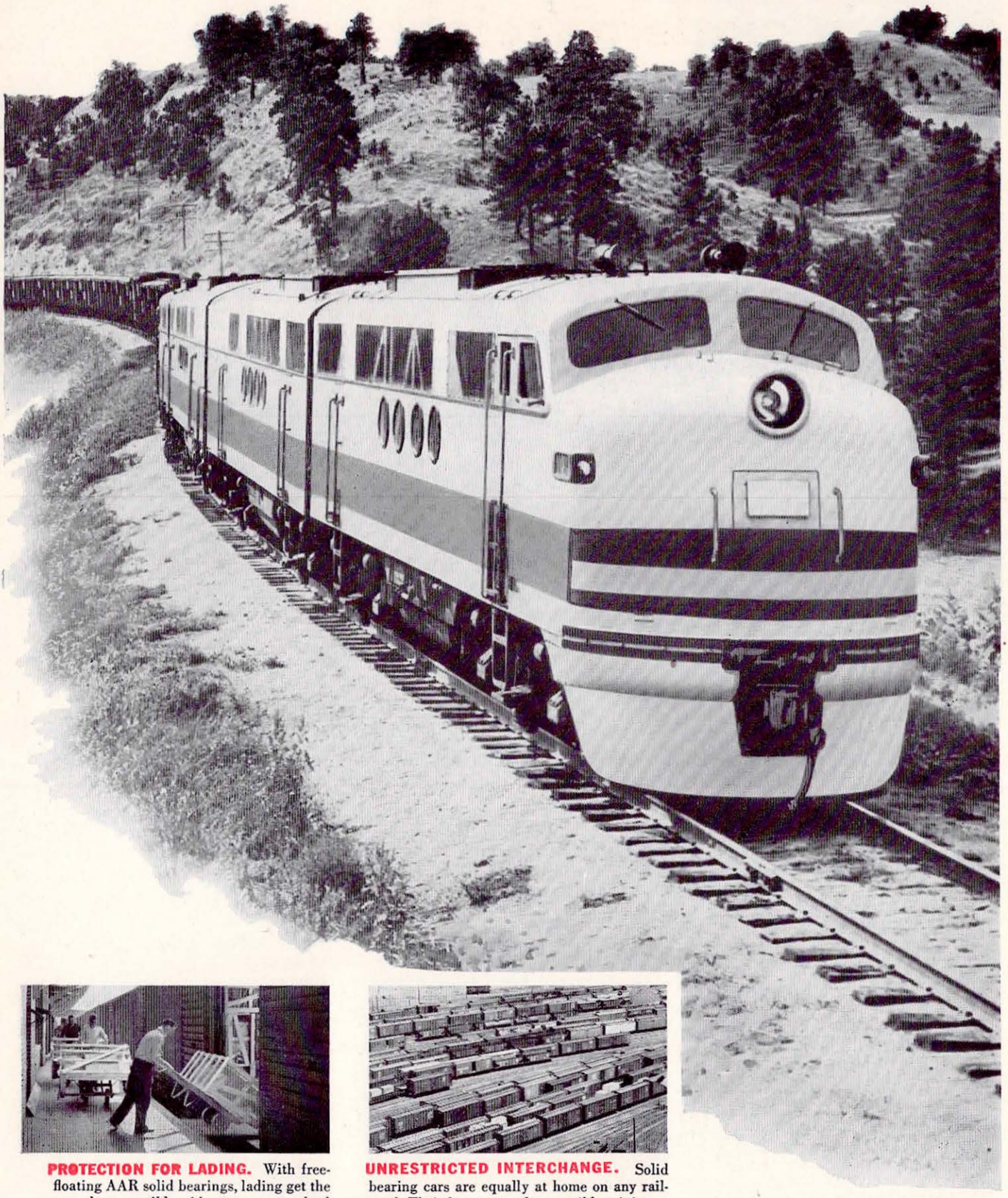


LOWEST OPERATING COST because solid bearings have equal or less accelerating and running resistance in pounds per ton—and solid bearing assemblies save an average of over 50 tons dead weight per 100-car train.



LOWEST MAINTENANCE COST. On-line inspection takes about ten seconds. Replacement is a ten-minute job. No costly equipment—no skilled manpower—no excessive standby inventories.

LOW-COST SOLID BEARINGS



PROTECTION FOR LADING. With free-floating AAR solid bearings, lading get the smoothest possible ride on any standard freight car truck. Lateral shocks are flexibly controlled — not rigidly opposed.

UNRESTRICTED INTERCHANGE. Solid bearing cars are equally at home on any railroad. Their low cost makes possible minimum interchange rates — eliminates costly delays for special parts or new trucks.

THE MIDWEST

Great...in Resources

Great...as a Consuming Market

Great...as a Location for Industry

Four states served by the Minneapolis & St. Louis Railway comprise the heart of the Great Midwest, America's foremost agricultural producer and a vast consuming market.

On the solid foundation of wealth from fertile farms, the Midwest has built a mighty industry, which each year grows greater in scope and diversity.

Important among the many resources that make the Midwest an ideal location for industries is efficient transportation of materials and products, supplied by a network of railroads, of which a vital link is

The Minneapolis & St. Louis Railway

Minnesota, South Dakota, Iowa and Illinois boast unsurpassed resources of soil, climate, fuel, power, water, skilled labor and raw materials. In these states, the M. & St. L. offers advantageous sites for manufacturing and distributing plants, in thriving, progressive communities on its lines.

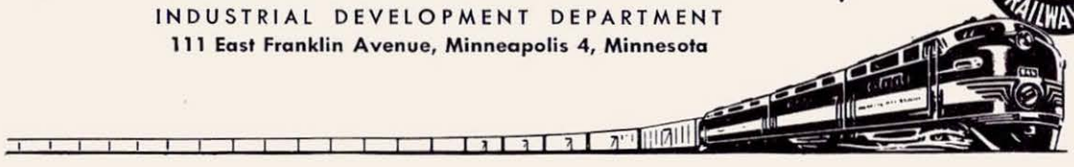
For these, as it has in more than 80 years for Midwest industry, trade and agriculture, the M. & St. L. will provide

Fast Dependable Freight Service

The MINNEAPOLIS & ST. LOUIS Railway

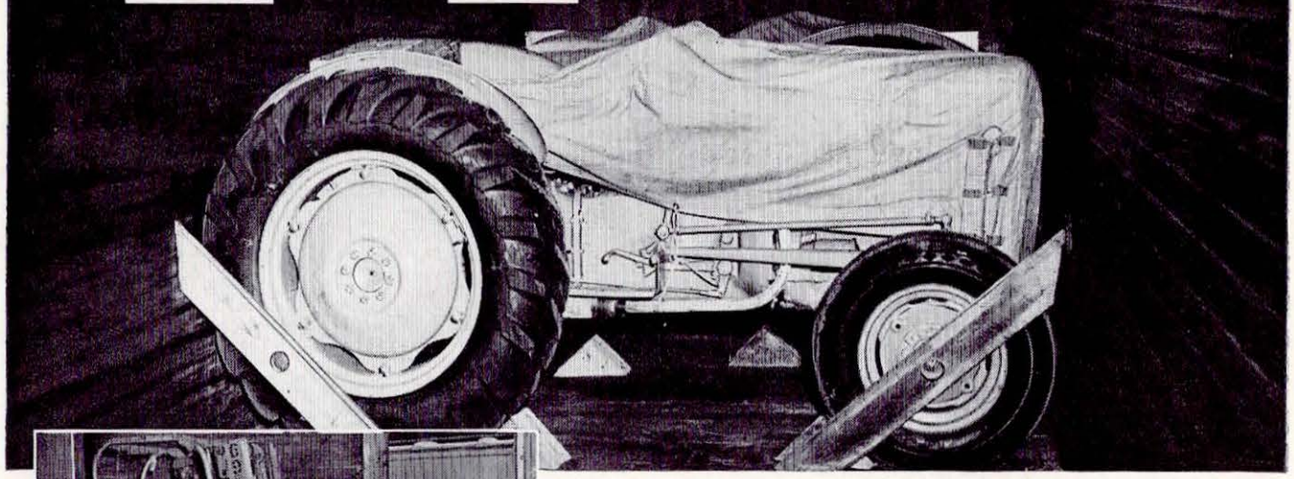
INDUSTRIAL DEVELOPMENT DEPARTMENT

111 East Franklin Avenue, Minneapolis 4, Minnesota



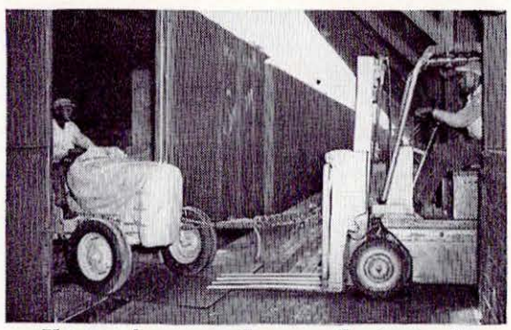
TRACTORS GO TO MARKET

faster and safer on the Lackawanna



Modern freight loading methods of blocking and bracing assure safe arrival of tractors.

With the "forks" under the chassis, the tractor is carefully eased to the car door.



Using a heavy manila rope, the tractor is towed out of the freight car.

Tractors are conveniently stored in the pier freight house awaiting further shipment.

When Henry Ferguson, Inc. of Detroit, a leading tractor manufacturer, ships to Eastern markets, it specifies Lackawanna — the shortest route between the Great Lakes and New York.

To firmly secure the gasoline "work horses" on their trip East, chock blocks are positioned under all the wheels and four diagonal side bracings are placed around each tractor to prevent shifting while in transit.

At Lackawanna's huge Eastern terminus at Hoboken, *all freight handling is completely mechanized* to assure prompt on-schedule deliveries. By means of fork-lift pusher trucks, freight crews can now handle four times as many tractors per hour as compared with previous methods. Two men can unload and transfer a carload of ten tractors in less than an hour!

Whether it is heavy machinery, packaged goods, perishables or bulk traffic, modern Lackawanna efficiency adds up to preferred handling for your shipments. That's why so many of the world's greatest shippers specify Lackawanna — to or through New York.

Lackawanna Railroad

SHIPPERS WHO ARE IN THE KNOW,
CHOOSE THE ROUTE OF PHOEBE SNOW

To assure highest mileage and utmost safety at high speeds

"Nickel Plate Road" uses U·S·S MULTIPLE-WEAR WROUGHT STEEL WHEELS

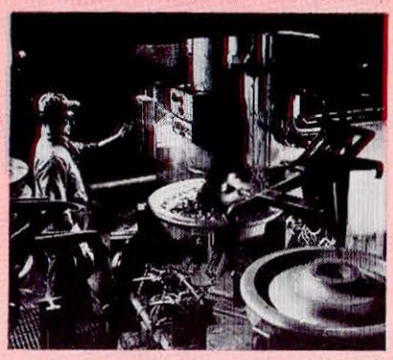
U·S·S WROUGHT STEEL WHEELS

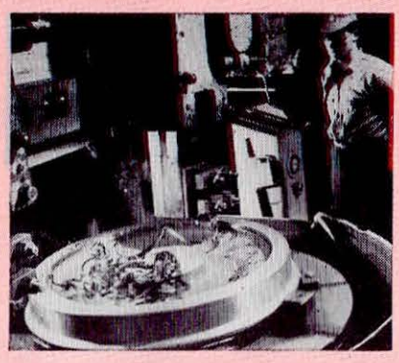
One-Wear Freight Car Wheels
Multiple-Wear Freight Car Wheels
Passenger Car Wheels

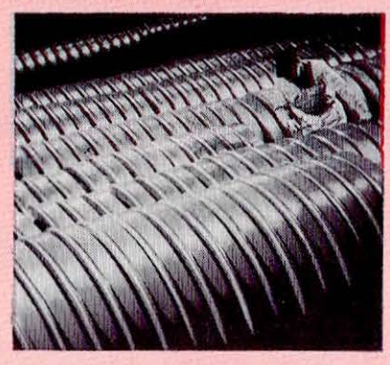
Diesel Locomotive Wheels
Steam Locomotive Wheels
Electric Locomotive Wheels

Tender Truck Wheels
Electric Transit Wheels
Crane Track Wheels

THIS IS ONE of 2500 70-ton hopper cars, equipped with U·S·S Multiple-Wear Wheels, built for the New York, Chicago & St. Louis Railroad in recent years. Their reputation for dependability in service has made U·S·S Multiple-Wear Wheels the favorites wherever heavy hauling is done.







Here are a few reasons why U·S·S Wrought Steel Wheels are better . . .

● On this recently developed semi-automatic wheel boring mill—the last word in speed and precision—wheel hubs are rough bored ¼" less than finished bore, or are finished bored to customer specifications.

● They're made right. On modern high speed machine tools like this, wheels are accurately machined to specified tolerances.

● A careful check of essential dimensions is the final inspection step that makes sure that U·S·S Wrought Steel Wheels meet customers' specifications. You get only the best.

on 3,000 70-ton cars

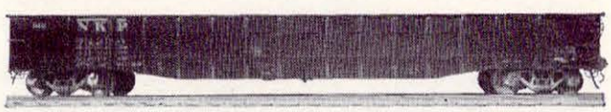
THE heavier wheel loads now carried, the greater distances traveled, and the high speed at which railroad equipment must move today have put a premium on wheel durability and safety.

That's why so many of the country's railroads like the New York, Chicago & St. Louis are installing U·S·S Multiple-Wear Wrought Steel Wheels on their heavy-duty equipment. These rugged wheels are good for the long run . . . *deliver more ton-miles per dollar than any other type wheel.* Here's why . . .

U·S·S Multiple-Wear Wrought Steel Wheels keep replacement cost *way* down. They're built to take the punishment of impact at high speeds and long, severe braking. Turned out in shops equipped with modern heat treating, forging and machining facilities U·S·S Wrought Steel Wheels are carefully controlled in every step of manufacture from the melting of the steel to the finished product. And they're backed by 47 years of wheel-making experience.

U·S·S Wrought Steel Wheels can be furnished either rim toughened or entirely quenched for other high-duty service. And two complete wheel shops—one at McKees Rocks (Pittsburgh), Pennsylvania, and the other at Gary, Indiana—make it possible to meet your requirements for steel wheels more efficiently . . . and more promptly.

The next time you order wheels for new equipment or for replacements, specify U·S·S Multiple-Wear Wrought Steel Wheels. No finer wheels are available anywhere.



THIS IS ONE of 500 70-ton gondola cars built for the Nickel Plate Road. Because years of hard, fast service are ahead for this car, it rolls on long-life U·S·S Multiple-Wear Wrought Steel Wheels. You can't get any better.

USS

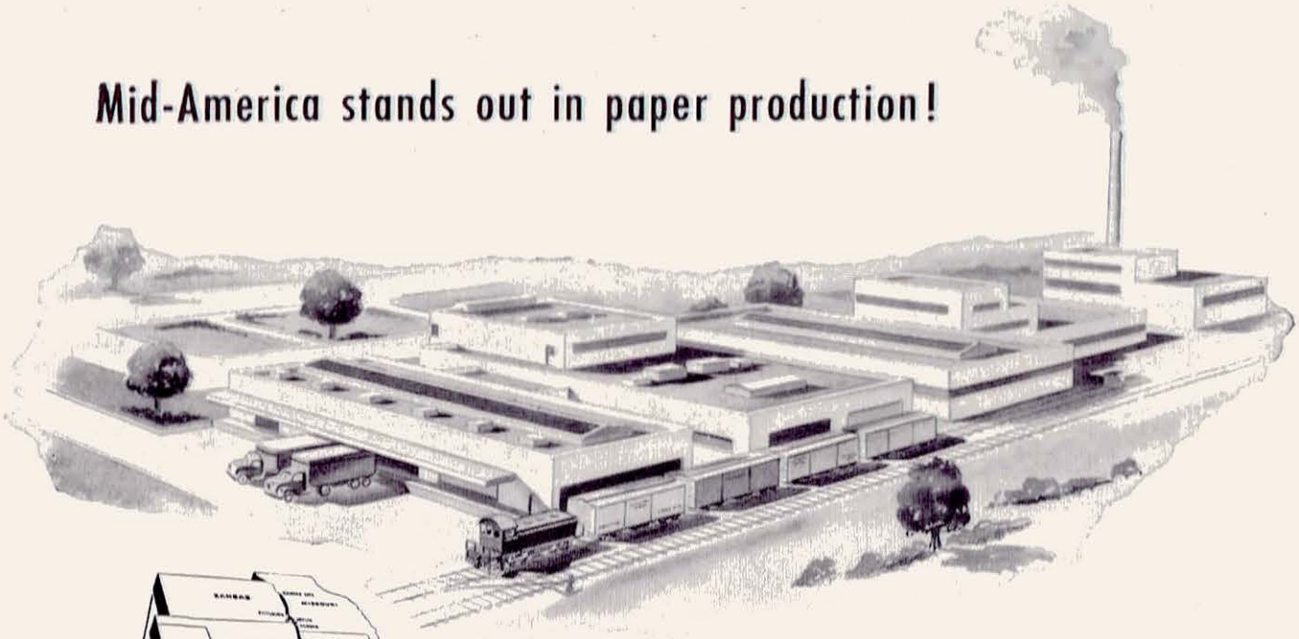
UNITED STATES STEEL COMPANY, PITTSBURGH, PA. · COLUMBIA-GENEVA STEEL DIVISION, SAN FRANCISCO
TENNESSEE COAL & IRON DIVISION, FAIRFIELD, ALA. · UNITED STATES STEEL EXPORT COMPANY, NEW YORK

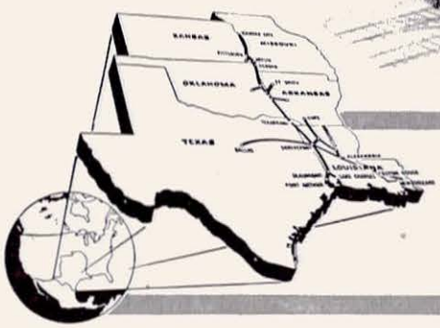
U·S·S WROUGHT STEEL *High-Duty* WHEELS

2-966

UNITED STATES STEEL

Mid-America stands out in paper production!





PAPER MONEY IS BIG MONEY IN MID-AMERICA

In the six-state Kansas City Southern Area . . .

great mills pour out pulp for kraft and newsprint, while from other big plants issue endless streams of boxes, envelopes, continuous forms, wallboard and a thousand-and-one things utilizing paper.

Here the production of paper and related industries is increasing 138% faster than in the nation at large! Since 1939 output has expanded 180%, compared with 42% for the entire country.

Mid-America is rolling up records everywhere, as new industries move in to utilize its unmatched wealth of raw materials, its variety of fuels, its unfailing water supply, its big power reserve, and its growing host of skilled workmen.

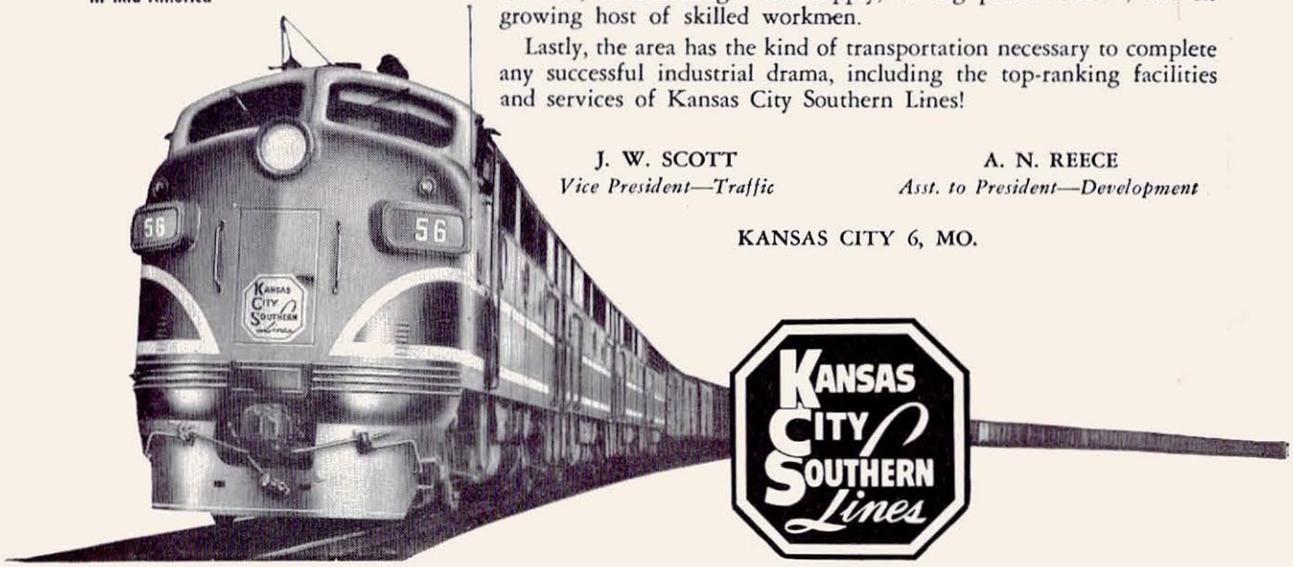
Lastly, the area has the kind of transportation necessary to complete any successful industrial drama, including the top-ranking facilities and services of Kansas City Southern Lines!

KCS LINES
Working Partners With
Business, Industry and Agriculture
in Mid-America

J. W. SCOTT
Vice President—Traffic

A. N. REECE
Asst. to President—Development

KANSAS CITY 6, MO.



KANSAS CITY SOUTHERN Lines

The Illinois Central reports:

G-E PLATFORM LIGHTING GIVES MOST LIGHT WITH LEAST GLARE

The Illinois Central provides "main street" lighting for its passenger platforms in Chicago's Central Station by using G-E mercury-vapor street-lighting luminaires.

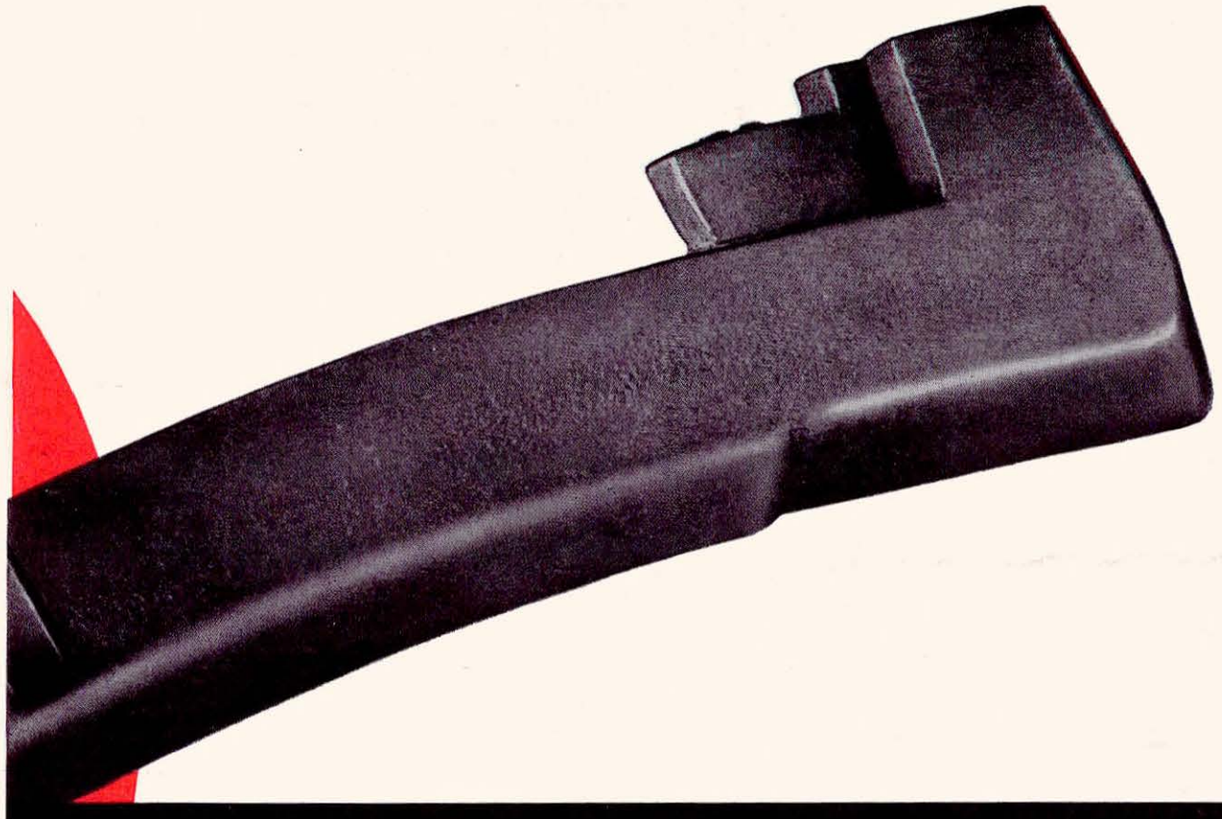
Train Master T. J. Reid reports: "This lighting is a big improvement over other types. The G-E mercury-vapor luminaires give us maximum useful light with a minimum of glare. And only one row of standards is needed to light two platforms and surrounding areas. That means minimum interference in handling baggage and mail trucks."

Ask your G-E representative to show you how General Electric's experience with all kinds of lighting can help you improve your operations. General Electric Co., Schenectady 5, N. Y. 152-32

You can put your confidence in—

GENERAL ELECTRIC

for safe
dependable
economical
STOPS
METAL



CLASP BRAKES

with

BRAKE SHOES

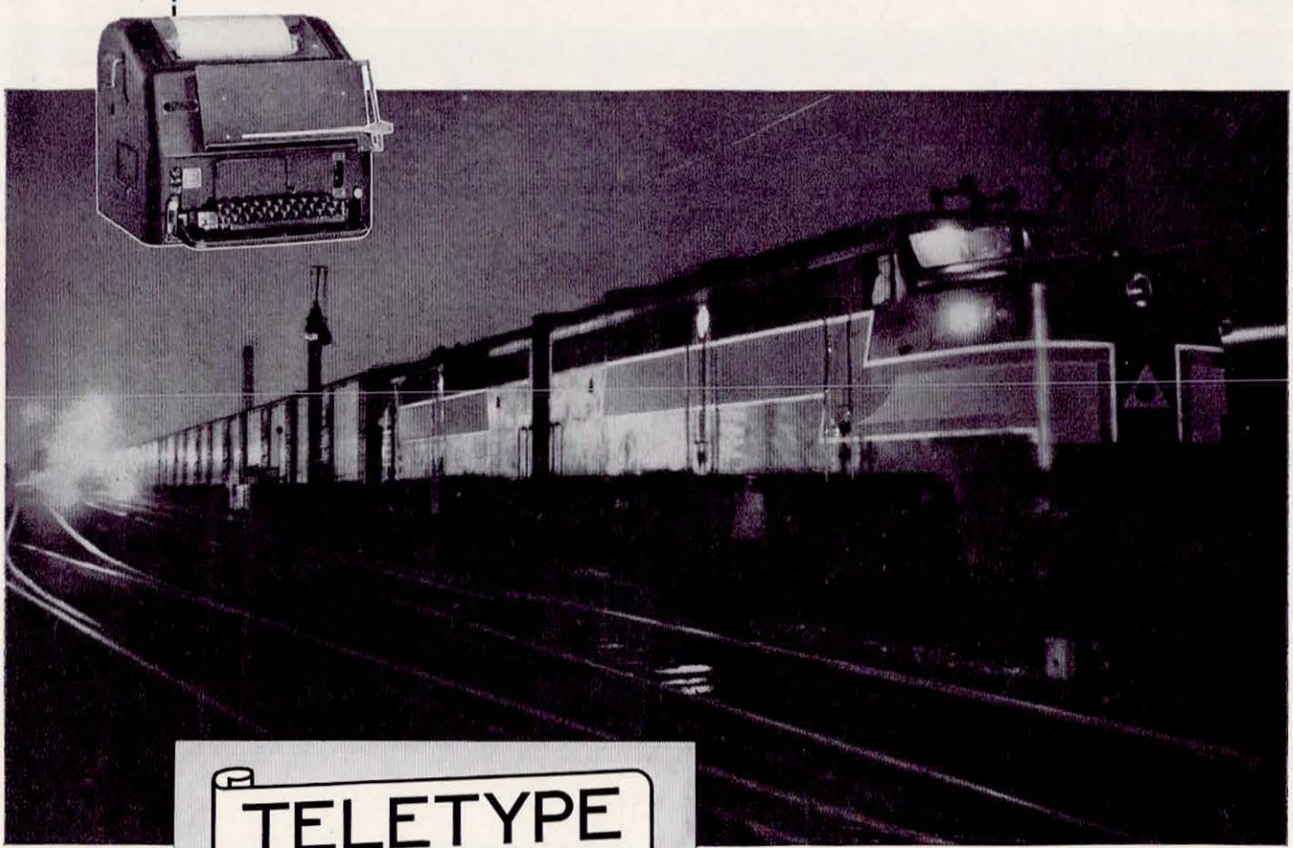
AMERICAN Brake Shoe COMPANY

BRAKE SHOE AND CASTINGS DIVISION

1339

TELETYPE HELPS MOVE MORE FREIGHT IN LESS TIME

Fifty-nine of America's railroads depend on Teletype printed communications to help them speed their freight. At the same time, this dependable communications method adds safety and efficiency to operations, and cuts costs.



TELETYPE
REG. U.S. PAT. OFF.
CORPORATION
SUBSIDIARY OF
Western Electric Company
INCORPORATED

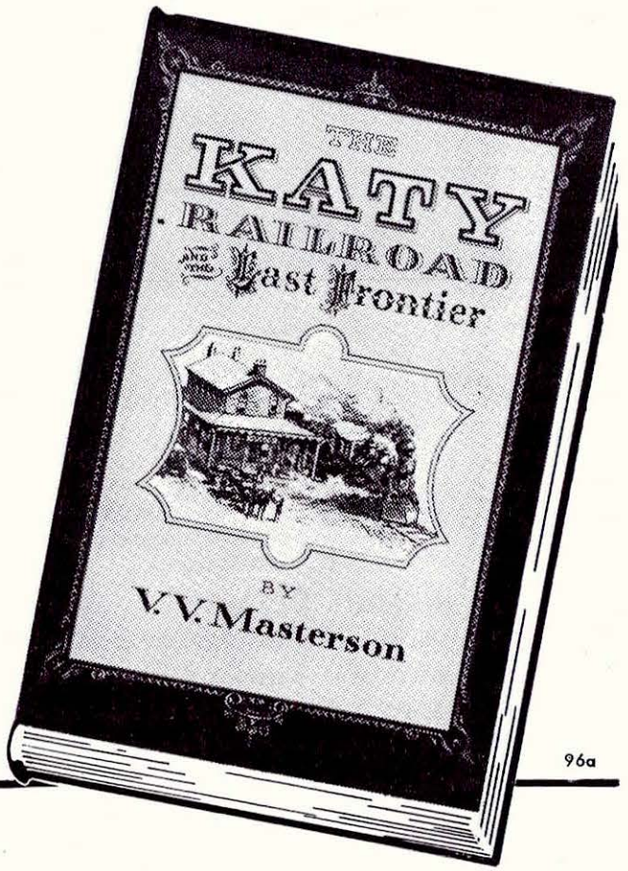
Surprise Hit of the Year!

THE KATY RAILROAD AND THE LAST FRONTIER

Fascinating new true-to-life Southwest railroad saga... written from the official records... reads like exciting fiction.

Read the behind-the-scenes account of Katy's race to the northern boundary of the Indian Territory in 1870, its plunge through the lands of the Five Civilized Tribes into Texas, and the linking of St. Louis with the Gulf.

Here's the real story of an aggressive young railroad, built at breakneck speed into the Southwestern Indian country, the rich trade of the Texas Trail at stake; the battle for townsite spoils; bandits, riffraff, and daring defenders of law and order; and, finally, the rise of cities and a new civilization.



96a

". . . the story of the Missouri, Kansas and Texas (Katy) Railroad, and V. V. Masterson tells it with dramatic skill..."
—The New York Times Book Review

". . . recounts vividly the story of the road's progress from shortly after the Civil War until the present . . ."
—The Kansas City Star

". . . a gem in its field . . . not a corporate record, specializing in accounts of stockholders meetings, but a gripping tale of the rough and tough days that went with opening of Indian Territory."
—St. Louis Post-Dispatch

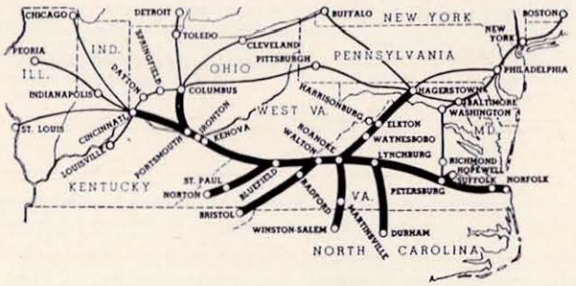
IDEAL GIFT... At bookstores from coast to coast ($4.) or from the publisher: University of Oklahoma Press, Norman, Okla.

"Plowing Back" FOR BETTER SERVICE AHEAD . . .

Early in history, men learned that plowing back a part of each season's crop enriched the soil and prepared it to serve its users even better in future years. Cincinnatus, the great Roman soldier-statesman-farmer, was one of the early agriculturists who practiced this agrarian policy of returning to the soil a part of the soil's yield — *for better service ahead.*

To insure continuously better rail service for shippers, the Norfolk and Western consistently "plows back" large portions of its earnings. Since 1945, N. & W. has spent and authorized more than $200,000,000 for improvements all over the railroad. These improvements include powerful, new coal burning steam locomotives . . . new freight and passenger cars . . . heavier rails and smoother roadbed . . . modern signals . . . track relocations . . . a great, new merchandise freight pier at the Port of Norfolk . . . modernized stations, expanded yards and new and more efficient engine terminal facilities . . . new tools . . . and scores of other additions and betterments.

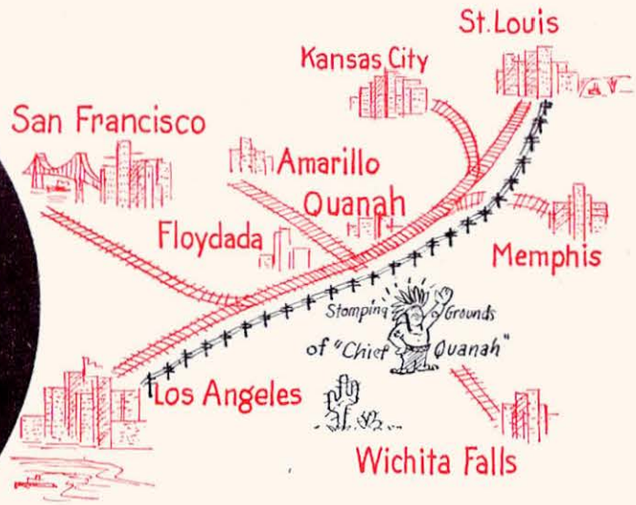
This policy of consistently "plowing back" a substantial part of the railway's earnings is a vital factor in producing the kind of Norfolk and Western service shippers depend upon — *Precision Transportation.*



At your service! N & W freight representatives who are veterans in rail transportation. Their advice on any shipping problem, big or little, is yours as often as you need it, without obligation. Call on them — they're as near as your telephone!

The DEPENDABLE Norfolk and Western Railway

Quanah ROUTE



To You, the Most Important People

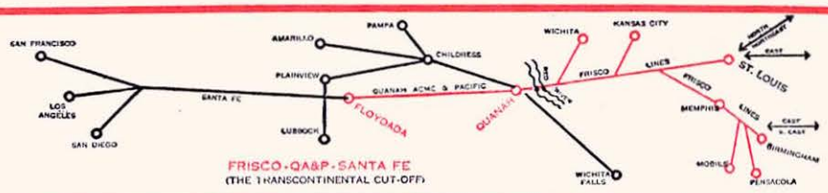
Our Customers and Friends

We extend most sincere wishes for a

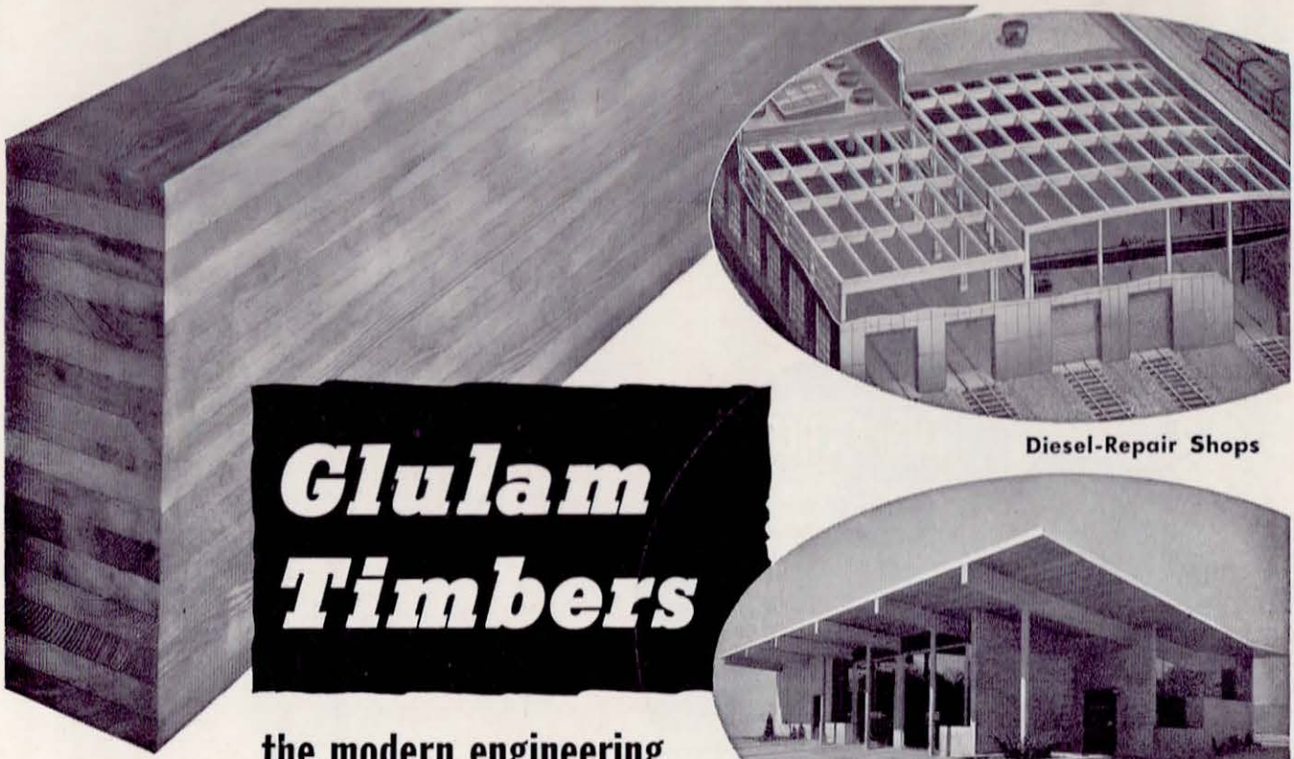
Merry Christmas and A Happy New Year

Quanah, Acme & Pacific Railway
Quanah, Texas

- *A Most Direct Route*
- *Ample Motive Power*
- *No Large Terminal Delays*
- *Short Mileage*
- *Automatic Tracing*
- *Fast Schedules*
- *No Congestion*



FRISCO-QA&P-SANTA FE
(THE TRANSCONTINENTAL CUT-OFF)



Glulam Timbers

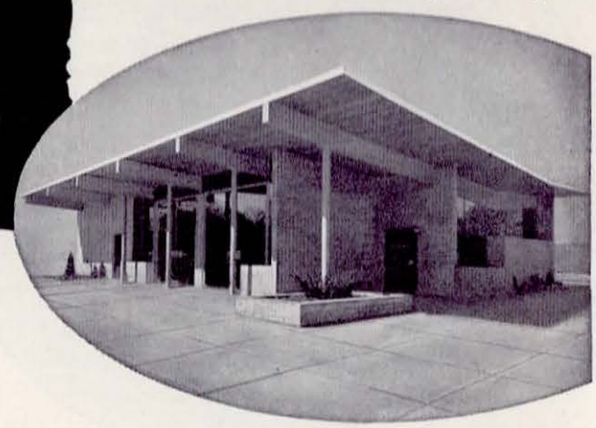
the modern engineering material for permanent railroad structures

You get the finest of permanent construction when you build with glulam timbers of Timber Structures, Inc. They are formed of thoroughly seasoned material...to the exact shape desired...and in any size and length. Dimensionally stable, they "stay put" without maintenance.

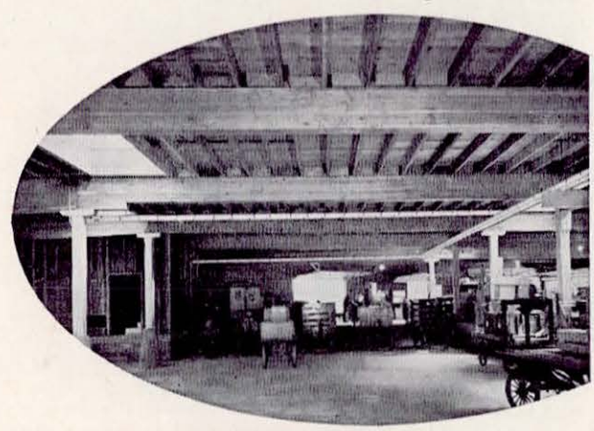
Glulam timbers are highly resistant to destruction by fire, due to the natural insulating qualities of wood, and when used in conjunction with other permanent materials earn favorable insurance rates. Preservative treatments, when necessary, give lasting protection against attack by termites or moisture.

To learn more about glulam timbers and how they give you better structures for less investment, see your nearest Timber Structures representative, or send us the coupon for booklet, "Engineered Timber Construction".

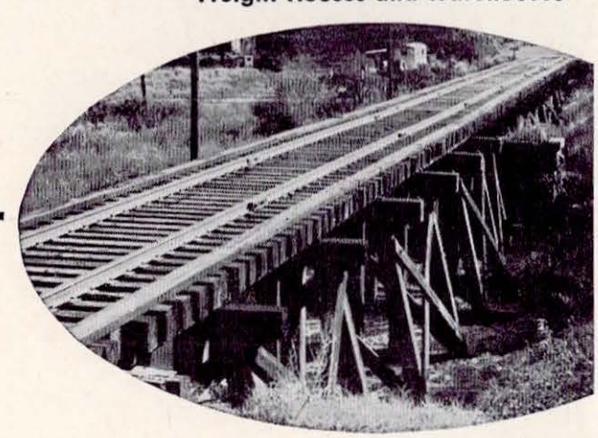
Diesel-Repair Shops



Passenger Stations



Freight Houses and Warehouses



Bridges

TIMBER STRUCTURES, INC.

P. O. BOX 3782-S, PORTLAND 8, OREGON

Offices in New York; Chicago; Detroit; Kansas City; Dallas; Seattle; Spokane

TIMBER STRUCTURES, INC. OF CALIFORNIA • Oakland, California

TIMBER STRUCTURES OF CANADA, LTD. • Peterborough, Ontario

Local Representatives throughout the United States and Canada

TIMBER STRUCTURES, INC.
P. O. Box 3782-S, Portland 8, Oregon

Please send me a copy of your booklet, "Engineered Timber Construction".

Name_____

Company_____ Position_____

Address_____ Zone_____

City_____ State_____

Now, for the *third*

Christmas...

Two Christmases ago, Toledo, Peoria & Western Railroad used the Christmas message shown at right in community newspapers along its line. Again, last year, the same message was used without one phrase or one word changed.

Now, for the *third* Christmas, we again take it from our files. We are not pleased by its seeming agelessness . . . and we sincerely hope that it may never again be appropriate. You see, it reminds us that though the course of some of our personal and business lives may remain outwardly unchanged . . . inwardly each of us knows that American men have spent *three* Christmases fighting in Korea.

Few of us can find it in our hearts to express the usual blythe "Merry Christmases" in this gravely serious year.

But we at home can all join in a sincere and devout

"GOD BLESS THEM

...and help us to help them."

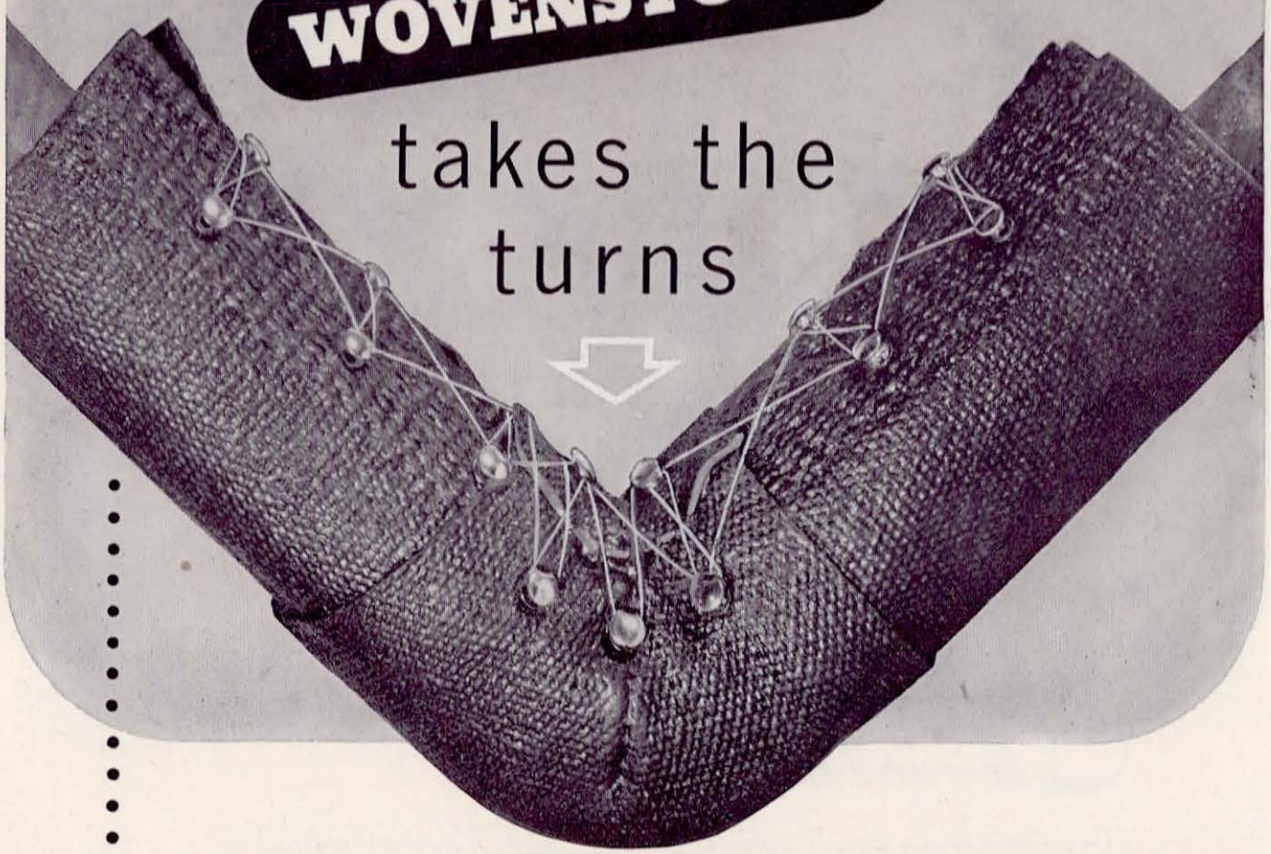
J. Russell Coulter
PRESIDENT

TOLEDO, PEORIA & WESTERN RAILROAD

see how...

WOVENSTONE®

takes the turns



Unarco Wovenstone is a special kind of pipe insulation for railroad car-heating lines—special convenience . . . special stamina . . . and a special wide range of tailored fittings that help make the whole job efficient. Crossovers, Tees, Y's, and Elbows overlap adjoining sections, and all are made with the many Wovenstone features railroads long ago learned to appreciate.

Wovenstone is unaffected by sleet, rain, snow, freezing cold, or flying ballast, for the thick, Neoprene-coated asbestos jacket provides a perfect seal. Easy, lace-on application. Can be removed and reapplied without loss of efficiency. We'll be glad to send you new Wovenstone Folder No. 76-136.

UNARCO

UNION ASBESTOS & RUBBER COMPANY

332 SOUTH MICHIGAN AVENUE • CHICAGO 4, ILLINOIS

INTERNATIONAL STEEL COMPANY RAILWAY DIVISION
EVANSVILLE 7, INDIANA

Sailor Beware! The Old Man of The Sea!

WHO has not read of Sinbad, as told in the Arabian Nights by glamorous Scheherazade?

Shipwrecked on a strange island, the unfortunate sailor came upon a weak old man. Moved by compassion, Sinbad took the feeble fellow on his back, carried him over the brook, gathered fruit and fed him. But when Sinbad asked him to get down, the old man refused, wrapping his legs about his neck, almost strangling him.

The sailor fainted and fell down, yet the old man clung ever closer. He rained blows on Sinbad, driving him about without rest, to pick fruit and do his pleasure. This went on and on, until the desperate sailor made wine from wild grapes to appease his own plight. One day noting Sinbad's pleasure, the old man snatched a gourd of wine and gulped it down. Completely drunk, he loosened his grip and Sinbad threw him off. Saved by a passing ship, his rescuers said, "You are the first ever to escape strangling by the Old Man of the Sea".

Dating back hundreds of years, the Old Man is an allusion familiar to everyone. He is a warning figure today. Our nation, surviving the storms of two world wars, wanders down strange ways. With kindly intent and glorying in its own strength, America is tempted to shoulder the Old World and its age-worn problems. But weak and feeble as the Old World appears to be, let us beware! How easy to assume a burden which would quickly exhaust our strength, strangle us as a nation, and in the end leave the world as weak and exhausted as it was before our foolish undertaking!

QUALITY V YOUNGSTOWN SERVICE

The Youngstown Sheet and Tube Company

General Offices--Youngstown 1, Ohio

Export Offices--500 Fifth Avenue, New York

MANUFACTURERS OF CARBON ALLOY AND YOLOY STEELS

RAILROAD TRACK SPIKES - CONDUIT - HOT AND COLD FINISHED CARBON AND ALLOY BARS - PIPE AND TUBULAR PRODUCTS - WIRE - ELECTROLYTIC TIN PLATE - COKE TIN PLATE - RODS - SHEETS - PLATES.

OVER *Coast Line* MOVES THE WEALTH OF FLORIDA'S CITRUS

NIGHT and day in an endless golden stream the oranges and grapefruit, lemons, limes and tangerines, the canned fruits and frozen concentrates from Florida's fabulous citrus industry are carried to market by *Coast Line* in Diesel-powered trains operated by skilled personnel over modernly equipped and maintained track . . .

ATLANTIC
COAST LINE
RAILROAD

ONE HAND does all the work!

—that leaves one hand free for a safe hold on grab-iron

The Equipco Non-Spin Wheel Hand Brake has a single operating member (the brake wheel)—no levers or gadgets to move or figure out. Get all the facts on this safe, new brake that protects trainmen and equipment.

UNARCO

UNION ASBESTOS & RUBBER COMPANY

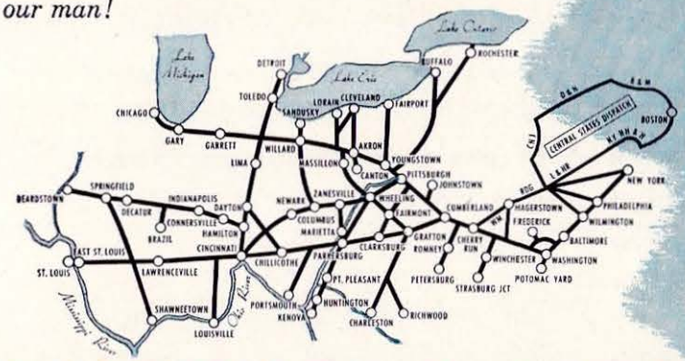
Equipco Hand Brake Department

332 SOUTH MICHIGAN AVENUE • CHICAGO 4, ILLINOIS

Isn't it a pleasure to work with a *friendly* railroad!

We call ourselves a "shipper's railroad"—and take pride in the fact that shippers not only appreciate our efficiency, but also *enjoy* working with us. That's because we specialize in being *friendly*.

In our book, that means being cheerfully helpful—willing to give advice, to offer suggestions, to turn off routine paths in solving special problems. And backing up this "personal plus" are such special B&O features as Sentinel Service, Time-Saver Service, and a "Proper-Handling" Program. You'll like shipping via B&O. *Ask our man!*



BALTIMORE & OHIO RAILROAD

Constantly *doing things*—better!

LINKING 13 GREAT STATES WITH THE NATION B&O ®

B&O Sentinel Service

SENTINEL SERVICE

This valuable B&O shipping service provides dependable siding-to-siding schedules on carload freight. And by means of its "Automatic Records" feature, both shipper and receiver are advised at once of schedule interruptions and reforwardings.

TIME-SAVER SERVICE B&O T-S LESS-CARLOAD FREIGHT

TIME-SAVER SERVICE

Another of the Baltimore & Ohio's practical accomplishments in aiding shippers. This is a streamline LCL service that offers dependable schedules on less-carload freight, and saves ⅓ or more shipping time.

PROPER-HANDLING PROGRAM

A continuous activity that educates B&O personnel in good shipping through posters, motion pictures and pamphlets. "Trouble shooters" regularly visit stations and yards, and B&O inspectors give shippers on-the-spot advice on loading and stowing.

It's Right at our Finger Tips

One of our most important jobs is keeping an eye on freight shipments while they're in our care. For example, a manufacturer's production schedule may depend on the arrival at destination of a certain car or cars on a specific date.

That's the reason for our having what might be called a "three tell" tracing system, making effective use of telegraph, telephone and teletype. This dependable 3-way system *tells* us the exact location of any freight shipment. The information is *right at our finger tips.*

★ ★ ★ ★ ★

For helpful cooperation and information, call our nearest Union Pacific freight man at any time.

Be Specific – Ship "Union Pacific"

(Offices in 70 cities throughout the U. S. A.)

WONDER BAR ...THAT HANDLES WITH CARE

You're looking at a major innovation in modern railroading—one of the basic cross bars of the Evans DF Loader which can be handled by one man. This advanced equipment, installed in standard box cars, eliminates costly blocking and strapping, yet locks in lading so firmly that it reduces damage to the vanishing point.

Results? Shippers save millions by eliminating old-fashioned dunnage and the labor needed to install it. Railroads save more millions in damage payments, and in reduced damage to rolling stock. Further, cars equipped with DF Loaders earn more revenue; they are loaded heavier and turned around faster.

The DF Loader—the Damage Free, Dunnage Free Loader—*secures* loads against shifting . . . *supports* loads to prevent crushing . . . *separates* loads into solid sections. The latest achievement of Evans *loading engineering*, it is available at no extra cost in cars supplied by 21 Class I railroads. To learn how this modern equipment can earn extra profits for your organization, consult *Evans Products Company, Railroad Loading & Equipment Division, Dept. E-112, Plymouth, Michigan.*

EVANS LOADING AND RAILROAD EQUIPMENT

RETURNS REVENUE TO THE RAILS

Merry Christmas

To the shippers and industries we serve, to the railroads with which we connect, all the members of the ILLINOIS TERMINAL "family" broadcast best wishes for the holiday season and the year ahead, and our appreciation for the business opportunities you have given us.

RAILROAD
ILLINOIS TERMINAL
COMPANY

Illinois Terminal

Now you're really Railroadin'

Speed your LCL shipments by YALE trucks

The odd shapes and broken lots of LCL shipments can easily be moved in and out of cars, transported and stacked by one man and a YALE Truck. Lift trucks, high and low platform lifts, the "odd-job" Freightmaster are just a few of the many models in the YALE line. Capacities range from 1,000 to 100,000 lbs.... they're available in gas, diesel, electric or gas-electric models.

For the same reasons, YALE lift trucks are specified more and more in freight stations, terminals, stores departments and repair shops...wherever materials must be handled efficiently, economically.

Get in touch with your nearest YALE railroad representative...you'll find him listed under *Trucks, Industrial* in the classified pages of your phone book...or, fill out and send in the coupon today. You'll learn how you can save time, money and manpower.

YALE

MATERIALS HANDLING EQUIPMENT

YALE is a registered trade mark of the Yale & Towne Mfg. Co.

MAIL THIS COUPON TODAY

The YALE & TOWNE Manufacturing Co., Dept. 4812
Roosevelt Blvd. & Haldeman Ave., Philadelphia 15, Pa.

How can YALE Trucks do more—save money—for me?

☐ Please send my free copy of
THE PICTURE STORY OF YALE MATERIALS HANDLING EQUIPMENT

☐ Please have your local representative call.

Company_____

Name_____ Title_____

Street_____ City_____ State_____

In Canada write: The Yale & Towne Manufacturing Company
Box 337—Postal Station "A"—Toronto

Gas and Electric Industrial Trucks • *Worksavers* • Hand Trucks • Hand and Electric Hoists • Pul-Lifts

On Time . . . AND RUNNING LIKE A WATCH!

With Diesels, anything that helps maintain schedules . . . cuts down costly and wasteful delays . . . keeps engines running smoothly longer . . . earns the title of a "Railroader's Friend". By doing all of these things, WIX Engineered Filtration is building firm friendships among Diesel-equipped railroads all across America.

WIX Engineered Filtration enables you to tailor *your* filtration to *your* conditions and *your* filter practice. By providing you with a selection of filtering mediums, you can prescribe to exactly suit the equipment, running conditions and filter change cycle. You have the cartridge that ideally suits the "Yard Goat" in a dusty, smoke-filled setting and precisely the right formula for the non-stop Streamliner and its longer period between lay-ups. In each case you'll provide outstanding protection from dirt, grit, dust and sludge.

Obviously, this "prescription" facility means economy in filter cartridge cost. But, more important are the larger savings of ENGINEERED FILTRATION that keep your Diesel Equipment "running like a watch". Write for full particulars today.

ENGINEERED FILTRATION

wix

TRADEMARK REG.

RAILROAD OIL FILTERS

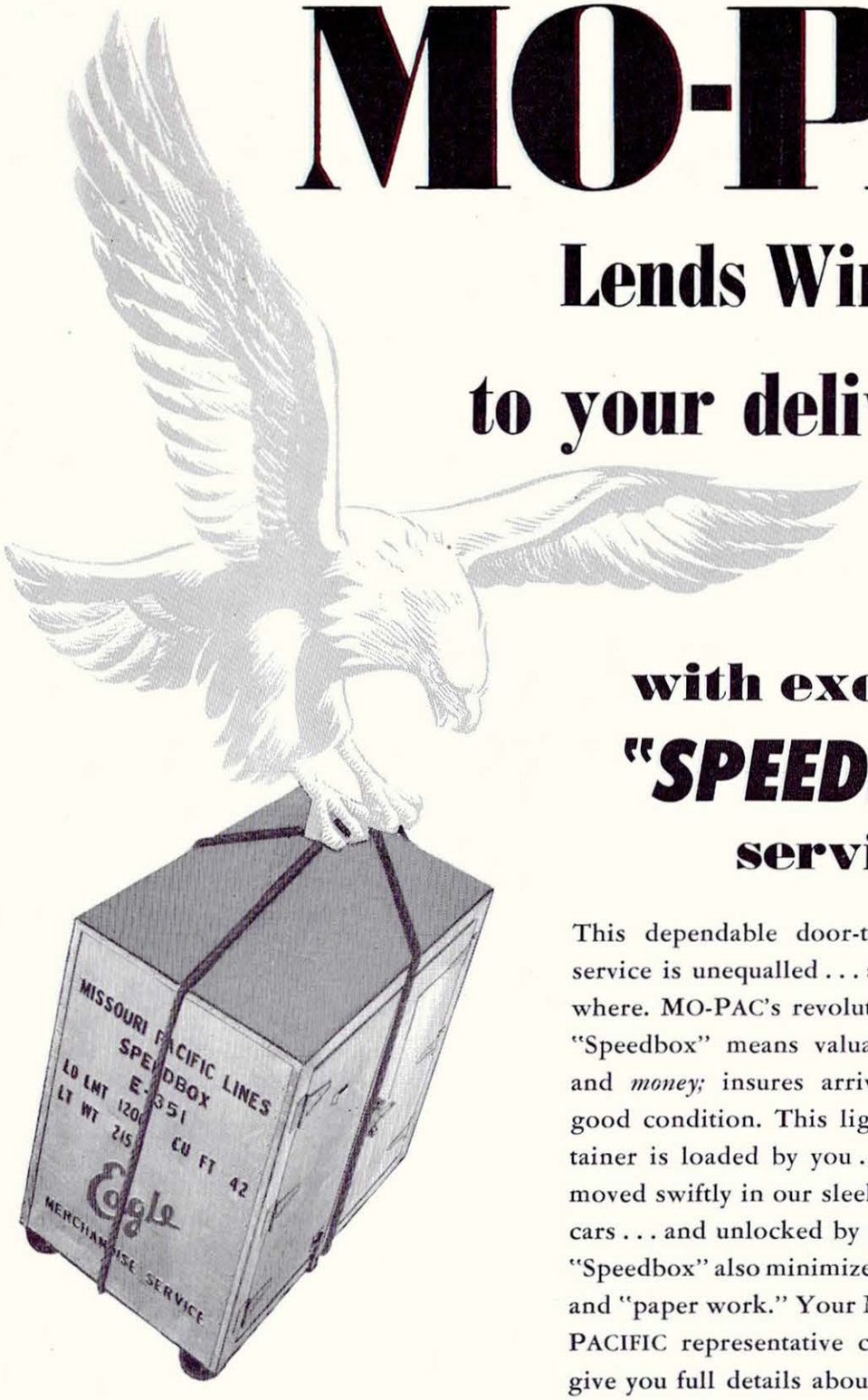
WIX ACCESSORIES CORP. • GASTONIA, N. C.
WIX ACCESSORIES CORP. LTD. • TORONTO, CANADA
WAREHOUSE STOCKS IN: GASTONIA · ATLANTA · ST. PAUL · CHICAGO · NEW YORK · ST. LOUIS · OAKLAND

Precision construction . . . controlled density . . . uniform quality . . . self-contained sealing gaskets and many other WIX *plus* features add up to WIX Engineered Filtration. Whether for Lubricating or Fuel Oil, crush-proof, non-collapsible WIX Filter Cartridges show a decided dollars and cents advantage for you.

REPRESENTATIVES: Campbell A. Brown, *Atlanta* • W. M. Gibbs Ry. Supply Co., *Chicago* • Seneca Tool Corp., *New York* • Frank B. Nugent Co., *St. Paul* • St. Louis Ry. Supply Co., *St. Louis* • Roy H. Weber Ry. Appliances, *San Francisco*

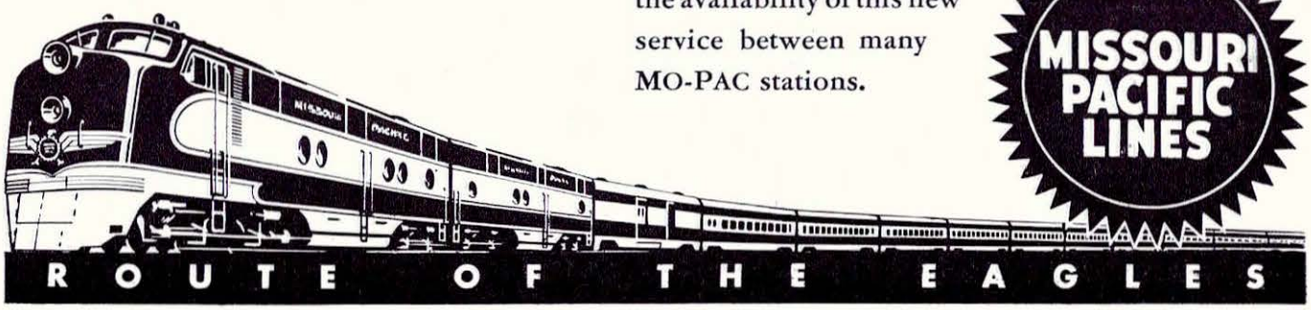
MO-PAC

Lends Wings to your deliveries



with exclusive "SPEEDBOX" service

This dependable door-to-door merchandise service is unequalled . . . and unavailable elsewhere. MO-PAC's revolutionary and exclusive "Speedbox" means valuable savings in *time* and *money;* insures arrival of shipments in good condition. This lightweight metal container is loaded by you . . . locked by you . . . moved swiftly in our sleek Eagle Merchandise cars . . . and unlocked by your consignee. The "Speedbox" also minimizes handling, checking and "paper work." Your MISSOURI PACIFIC representative can give you full details about the availability of this new service between many MO-PAC stations.



WESTINGHOUSE RAILROAD RADIO

PROVED IN NIGHTMARE TEST

APPROVED **INLAND LIME & STONE COMPANY**

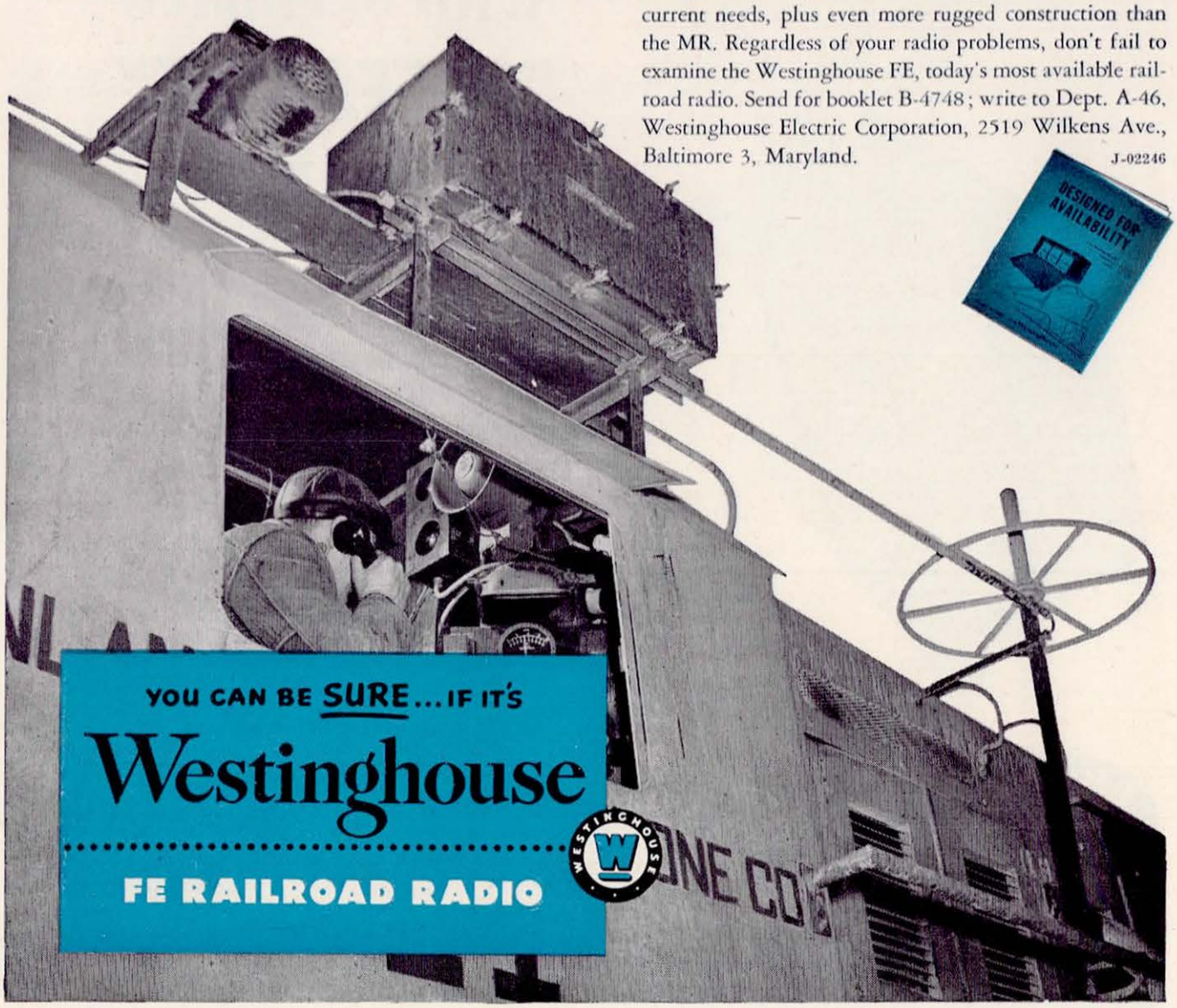
Inland Lime and Stone Company operates seven trains and eleven locomotives on 21 miles of main line and siding track in a quarry and dockside area. Conditions are severe, ranging from earth-shaking blasting to loading a fifty-ton car in less than five minutes.

AND — the electric locomotive cabs occupy one end of a gondola! That means that five-yard (approximately 7½ tons) bites of limestone are dropped into the gondola end, smack beside the cab *and the railroad radio.*

These rough conditions tell plenty about what a railroad radio can stand. In selecting railroad radio, Inland came to Westinghouse. (Since they required single frequency operation, they selected the Westinghouse MR radio, the FE predecessor).

For your railroad, the new Westinghouse FE meets all current needs, plus even more rugged construction than the MR. Regardless of your radio problems, don't fail to examine the Westinghouse FE, today's most available railroad radio. Send for booklet B-4748; write to Dept. A-46, Westinghouse Electric Corporation, 2519 Wilkens Ave., Baltimore 3, Maryland.

J-02246



(The Edgewood Cut-off—famous Illinois Central high-speed all-freight route)

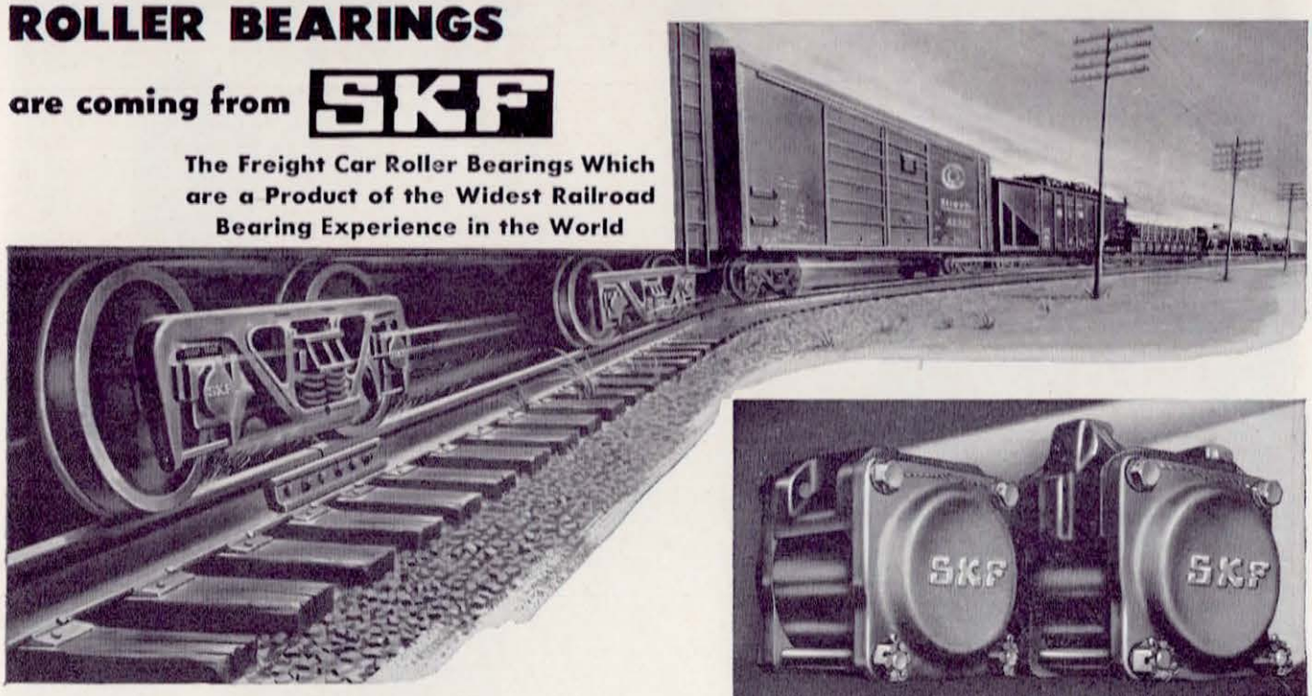
STRAIGHT, FLAT *and* FAST

If you want your freight shipments to move fast and arrive on the dot, ship them via the route that's straight, flat and fast—the shortest route between the Great Lakes and the Gulf—Illinois Central.

ILLINOIS CENTRAL RAILROAD *Main Line of Mid-America*

The FREIGHTER ROLLER BEARINGS are coming from SKF

The Freight Car Roller Bearings Which are a Product of the Widest Railroad Bearing Experience in the World



SKF FREIGHTER Roller Bearings adapted for application to integral-type (left) and pedestal-type (right) side frame.

SKF FREIGHTER ROLLER BEARINGS

Railroading's newest idea is now in practice: Freight cars are rolling on anti-friction bearings! Now that the Railroads are ready—SKF *is ready* with FREIGHTER roller bearings that are right for *any* freight car on *any* road. SKF's FREIGHTER Roller Bearings offer these 8 advantages:

- *1st of* EIGHT — Maximum safety — eliminates the hot box problem.
- *2nd of* EIGHT — Best riding qualities — less lading damage.
- *3rd of* EIGHT — Minimum wear of wheels and truck parts.
- *4th of* EIGHT — Lowest lubrication cost.
- *5th of* EIGHT — Longest bearing life.
- *6th of* EIGHT — Ease of installation; no adjustment.
- *7th of* EIGHT — Adaptability to both pedestal and integral side frames.
- *8th of* EIGHT — Best overall economy.

The FREIGHTER roller bearings are the culmination of 40 years of patient engineering and thorough road tests under railroad operating conditions. For, throughout the world, SKF Journal Bearings have been applied to over 52,800 freight cars, 30,000 passenger cars, and over 11,300 steam, diesel and electric locomotives—by far the most extensive experience of any bearing manufacturer.

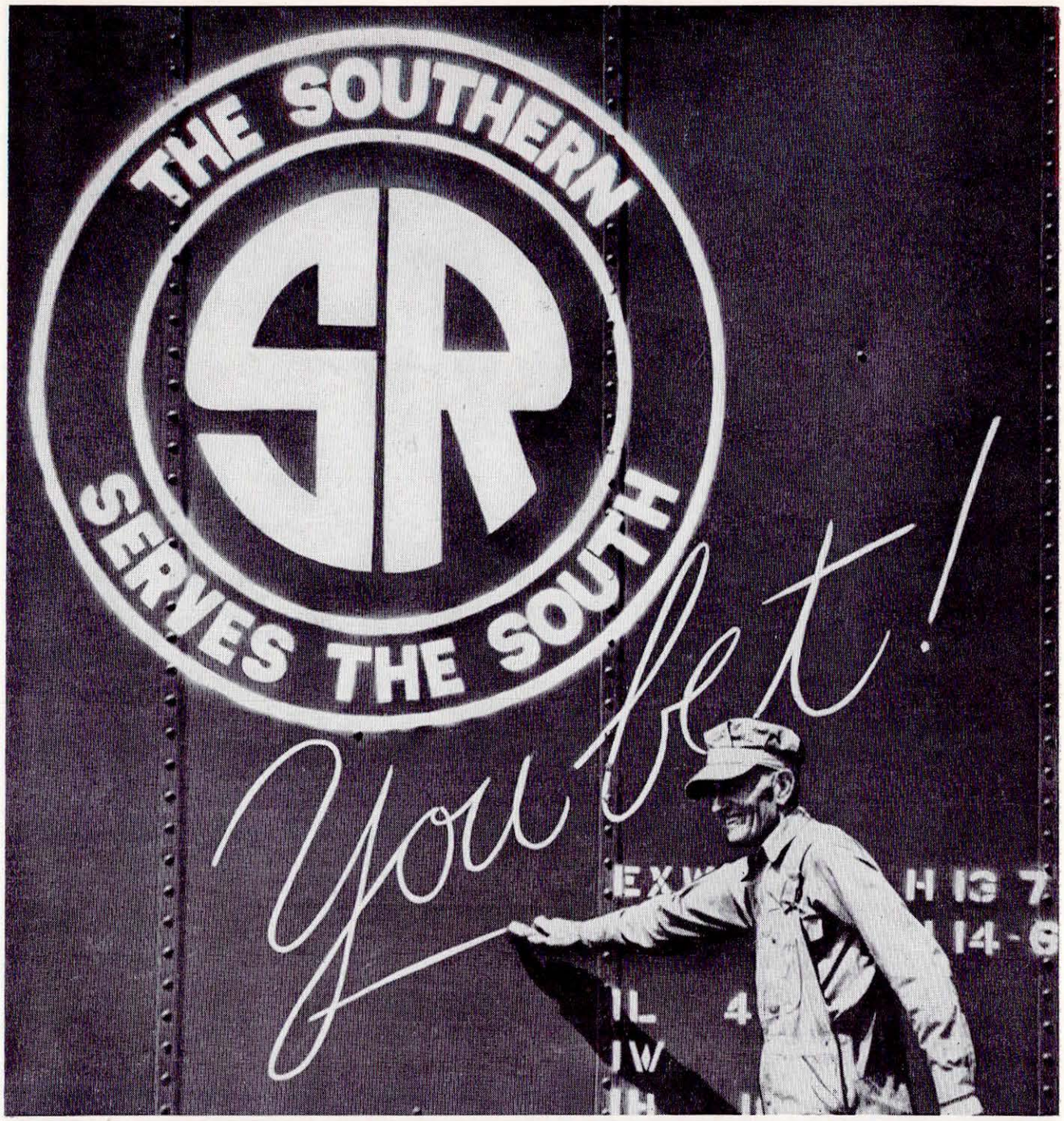
SKF INDUSTRIES, INC., PHILA. 32, PA.,— *manufacturers of* **SKF** *and* HESS-BRIGHT *bearings.*

7367

You'll see the SKF trade mark throughout the world, on more journal boxes in service than any other trade mark.

SKF® ROLLER BEARING JOURNAL BOXES

© SKF INDUSTRIES, INC., 1952



HERE'S A RAILROAD SLOGAN THAT'S REALLY JUST A SIMPLE STATEMENT OF FACT. Because east of the Mississippi and south of the Ohio and Potomac rivers, the lines of the Southern Railway System serve every state except West Virginia, and a line also reaches out across Indiana and Illinois to St. Louis. With diesel power, new and modernized yards, terminals and other facilities—and a personnel eager to please—there's a world of meaning in our slogan "The Southern Serves the South." **SOUTHERN RAILWAY SYSTEM**

You can have that stuff, Joe. The highways are being pounded to pieces and congestion bollixes everything up. We ship Monon and avoid this kind of confusion and delay.

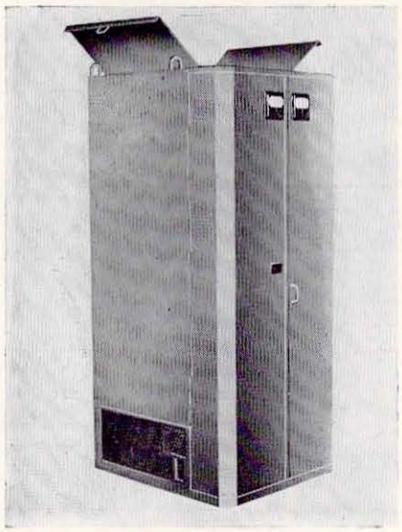
So do we, Ed. And they're doing a swell job for us, too. This stuff makes me think of Monon's slogan. It goes—"Let's save our highways by using our railways—ship by rail—MONON" From where I'm sitting it makes sense, for sure.

The LIFELINE of INDIANA

MONON
THE HOOSIER LINE

There are 22 on-line and off-line Monon freight representatives serving the nation. Why not contact yours—now?

Chicago, Indianapolis and Louisville Railway Company



Load Tester for Diesels

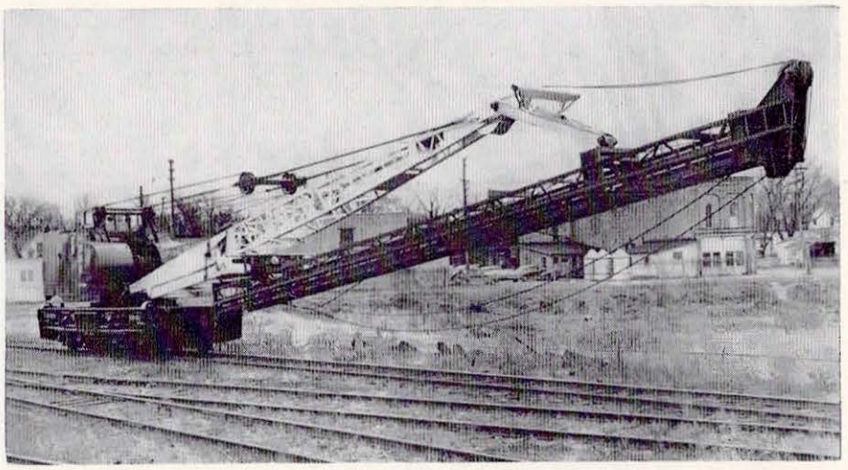
A standardized loading resistor for load-testing the power plants of diesel-electric locomotives rated up to 2,500 hp. is available from the Westinghouse Electric Corporation, East Pittsburgh, Pa.

This loading resistor, type TT-148, is a self-contained, compact unit that consists of 12 resistor trays, a motor-driven blower, knife switches, and measuring instruments. Base dimensions are 42 in. by 46¾ in.; it is 104⅜ in. high and weighs 3,500 lb.

The resistor sections are connected through knife switches and bus bars that make possible 10 different series-parallel combinations to give 10 load points. Resistor elements are mounted to provide maximum surface cooling and have slip-joint supports to allow expansion under load. Individual resistors can be replaced without disturbing adjacent elements.

The blower motor, which is mounted vertically at the base of the structure, is part of the resistor circuit, so no external source of power is required.

THE HY-RAIL CAR—described in *Railway Age* March 11, 1950, page 79—is now available in five models: (1) A standard station wagon with little added except the flanged guide wheels; (2) with a pick-up truck body; (3) with a telescoping tower, designed especially for inspection of tunnels; (4) with a fully enclosed body having a side door and cushion seats; and (5) with a caboose body that has long side seats accommodating from nine to 11 men, and with underseat tool compartments having doors that open on the outside. The car is a Willys-Overland "Jeep" with attachments added by Fairmont Railway Motors, Inc., Fairmont, Minn.



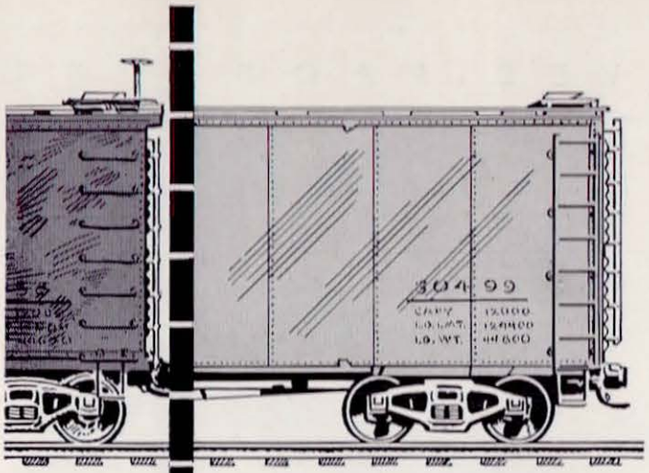
New Crane-Pile Driver

A new folding pile-driver leader for application to diesel-electric locomotive cranes has recently been developed by the Industrial Brownhoist Corporation, Bay City, Mich. The new leader features automatic folding into the clearance position as well as power folding so that the entire leader may be placed on a car in front of the crane and quickly disconnected for transport from job to job. The leader can be arranged for either manual or power battering and can accommodate standard pile hammers of various sizes.

Industrial Brownhoist pile driver leader in operating position.

The cranes are supplied with traveling speeds of 12 m.p.h. and higher, and drawbar pulls up to 18,000 lb. at low speed.

The electric travel motors under the cranes can be quickly disengaged when it is desired to include the units in trains.



Here's where the difference starts!

You'll start noticing the difference between a conventional car and one built of aluminum the minute it rolls into your yards.

An aluminum boxcar, for instance, will be ten feet longer, weigh twenty per cent less, have twenty-five per cent more cubic capacity than a standard forty-foot car.

You'll notice the difference in your maintenance and operating costs, too. One boxcar built of Alcoa Aluminum has averaged 15,000 miles a month for the past eight years in head-end passenger service. It has never required major maintenance or repairs.

Your car builder and your Alcoa sales engineer will be glad to help you plan for lightweight aluminum rolling stock.

ALUMINUM COMPANY OF AMERICA
1816-M Gulf Building, Pittsburgh 19, Pa.

ALCOA

First in ALCOA ALUMINUM Aluminum

ALUMINUM COMPANY OF AMERICA

10 TIMES THE WEAR

Work gloves wearing out fast? Get gloves coated with VINYLITE Brand Resins. They'll outlast ordinary types as much as ten to one. And they'll give better protection to workers' hands.

Protection against abrasion, flame, splinters, broken glass . . . Protection against acids, caustics, solvents, oil, water . . . Protection under conditions that wear out ordinary gloves ten times as fast!

Welders or wood choppers—men spraying paint, handling rough steel, concrete blocks, wire . . . all need the protection of these rugged gloves. The flexible, clinging VINYLITE Resin Coating assures a safe, firm grip. It won't crack or peel, sticks fast to glove fabric, permits easy cleaning.

With a wide range of colors, extremely inert, glove coatings are a typical application of the qualities of VINYLITE Resins, so useful to scores of products in defense and basic industry. Coatings based on VINYLITE Brand Resins are easily applied by dip, brush, or spray. They bring long-lasting protection to a variety of surfaces, including metal, concrete and masonry. Their versatile properties may be useful to your operations. Ask us about your specific needs and send for a list of suppliers of gloves coated with VINYLITE Brand Resins. Write Dept. NE-73.

Data courtesy Plasticote Glove Co., Inc.
102 E. Walnut St., Milwaukee 12, Wis.

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BRAND
RESINS

TRADE MARK

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A Division of
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30 East 42nd Street, New York 17, N. Y.

Official Facts, Figures, Photos and Maps of Every Class I Railroad in the U. S.

HANDBOOK
of
AMERICAN RAILROADS

by ROBERT G. LEWIS

Transportation Editor, *Railway Age*

How many diesels has the Chicago, Burlington & Quincy? . . . When was the Gulf, Mobile & Ohio started? . . . Who is president of the St. Louis-San Francisco? *Handbook of American Railroads* supplies you with these and tens of thousands of other answers.

For Each of 127 Railroads, HANDBOOK OF AMERICAN RAILROADS bring you:

1. Outline Map
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8. Many Other Highly interesting Statistics Collected Here for the First Time

Now you can get—for the first time under one cover—official up-to-date facts on 127 Class I railroads. Specially-drawn maps show the route of each road. Beautiful action photos of crack trains such as Twin Cities Zephyr, The Red River, The Inter-City Limited, and dozens more fill the book.

This means convenience for the railroad executive, fun for the railfan, and—for everyone concerned with railroads—a tremendous gain in railroad knowledge that only a vast accumulation of facts like this makes possible.

265 p. 5½ x 8½ 375 ill. board $2.95

FREE EXAMINATION COUPON

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Please send me for Free examination a copy of the HANDBOOK OF AMERICAN RAILROADS. If after 10 days I am not completely satisfied, I will return the book and owe nothing. Otherwise, I will remit the price of $2.95 plus a few cents for postage and handling.

Name .....

Street .....

City, State .....

Benchmarks and Yardsticks

IN THIS SPACE on November 10 we quoted the president of a large railroad to the effect that the first step in successful public relations for the railroads is to give the public the best service the roads are capable of. A vice-president of another large railroad believes this prescription "diffuses its fire"—because, maybe, the quality of service which we believe to be our best will still not be good enough to satisfy the customers. This vice-president believes this prescription should be revised to read: "The public will not be wholly on the side of the railroads until the railroads successfully render the service the public expects."

Continuing, our vice-president adds:

"Just now box cars are short, and the president of the speaking railroad is unquestionably giving the best service his railroad is capable of giving. The shipper who cannot get the car he wants, when he wants it, is not wholly on the railroad's side. The idea is too prevalent that the railroad had plenty of cars some time back. Why did not the patron ship then, and why should he complain now when he cannot get all the cars he wants? He should be glad to wait until the cars can be produced. Human understanding does not go that far, but railroad people often believe it should.

"There is good reason financially why railroads cannot always have an adequate supply of cars during a peak period of demand. There are good reasons why a car stays in a terminal two days (or even more) before it is put in a line-haul train or is delivered on a siding. The fact remains, however, that the railroads fail a good many times to give the patron what he wants.

"Maybe competitive transportation fails, too, but what I wish to spotlight is the attitude so frequently found in railroading that patrons should stand by the railroads and give them all the business when the railroad is able to handle the traffic, and then expect the patron to accept disabilities and alibis of the railroads when going gets a bit tough. The patron is expected to accept what the railroad in its best judgment decides to give, rather than be given the service the patron asks. The railroads feel hurt and are prone to cry 'unfair' when the patron is not patient."

Perhaps the service of "product specialists" on the railroads—as outlined in our editorial comment in last week's issue—might give the railroads a more effective grasp of the customers' point of view. These "needs" are not going to be very weighty with the public unless they are translated, first, into terms of the public's own needs and desires.

J. G. L.

THE CARE AND NURSING OF TANK CARS

If there's frozen liquid
in the outlet valve:—
unload through the dome.

Another way to get more from your GATX tank cars

GATX GENERAL AMERICAN TRADE MARK

GENERAL AMERICAN TRANSPORTATION CORPORATION
135 South La Salle Street · Chicago 90, Illinois

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THE NEXT STEP—A NEW MAGAZINE FOR SHIPPERS

This, the 35th consecutive "Freight Traffic" issue of *Railway Age*, will be the last to be incorporated as a part of this paper. For those freight traffic customers of the railroads who have been receiving these monthly "Freight Traffic Issues," it will not be "good-bye," but "see you elsewhere." It isn't the end of the journey, but is merely a "stop-off for partial unloading."

Starting with January of the new year, the industrial traffic men who are getting the first issue of *Railway Age* each month will receive the first copy of a brand-new monthly magazine, Railway Freight Traffic. The new offspring will be published by the firm which produces *Railway Age*, and those editors of the latter who have been most concerned with its traffic issues will guide and help in launching the new publication—but Railway Freight Traffic will have its own editor and immediate staff.

A Long Term Program

Inauguration of Railway Freight Traffic is but the next logical step in the plan of the publishers of *Railway Age* to meet the need of shippers for periodical information about railroad freight service and about carrier problems of mutual interest. Twelve years ago, in 1940, that plan took its first form and substance with the initiation of the annual "Freight Progress Number"—designed for a mixed audience of railroad men and their freight customers. This annual issue reviewed the accomplishments of the industry as a whole in fitting itself to move freight better and more cheaply. The ten annual "progress" numbers so published were not only revolutionary in scope and purpose, but plowed new ground in subject matter and "approach" in the field of carrier equipment, operations and managerial techniques as they affected the freight shipper—on both editorial and advertising pages. They were particularly useful during the restricted, congested war years in mobilizing ideas and experiences for the common welfare of railroads and their patrons.

By 1950 it was apparent that greatly intensified competition, drastic changes in commercial practices, and the growing demands of shippers for "tailored" railroad service, had created a need for more detailed information about changes on the railroads affecting freight movement—and, more particularly, intelligence about the activities of significance to shippers of *individual* roads. A yearly review could hardly satisfy this new requirement.

The next step, therefore, was the inauguration, in February 1950, of the monthly "Freight Traffic" issues of *Railway Age*—which, while containing all of the news and other departments of this weekly which are of primary interest to railroad men, also provided editorial comment and at least six feature articles aimed to appeal to the interest of the average industrial traffic manager. Subsequently a monthly column reporting new railroad services of interest to shippers was inaugurated.

The issue you are now reading, and the 34 traffic issues which preceded it, have brought—to a wide audience of shippers—news of the railroad industry as a whole; information about individual railroad improvements; interpretive comment on the activities of shipper and shipper-carrier groups; views of outstanding shippers on matters of mutual interest; and aspects of a program for the modernization of government policies on regulation and on promotion of carriers. Their pages

have conveyed not only information gathered by the editors, but have served also as a "sounding board" for views on both sides of subjects like tariff simplification, formation of a unified system of less-carload transport, rate-making principles and the provision of specialized rolling stock.

But these monthly issues were bound to suffer from the obvious disadvantage of being addressed to a mixed audience—both shippers and railroad men of all departments. Having the primary duty of serving their readers on the railroads, the editors of this paper had to attempt the difficult, perhaps impossible, task of writing articles for the freight traffic issues of vital interest *in equal measure* to both producers and users of transportation.

Although the reader interest of shippers in the traffic issues grew to a point beyond initial expectations, the editors were never deluded into believing that their formula was anything but a compromise and a beginning; they had to crawl before they could walk and walk before they could run. Shipper readers actually read over our shoulders "a railroad man's magazine."

It is now fitting to do what the times demand. Railway Freight Traffic will bring to shippers all of the material hitherto published by *Railway Age* of direct interest to them. They will get that material in more acceptable form because it will be written for them alone. And, as new fields are opened in the presentation of concrete, usable information about railroad freight service, their monthly fare will be expanded and enriched correspondingly.

Still Plenty for Railroad Readers

The 35 traffic issues of *Railway Age* have brought a lot to *railroad* readers which they would not have gotten otherwise, because they concentrated the attention of every department of the railroads on the service needs of shippers and on the ultimate use of every device and practice as a means to attract, or repel, business. This gain is not going to be thrown away by the inauguration of a separate new periodical for shippers, because the editors of *Railway Age* pledge themselves to preserve in their weekly issues every facet of the former traffic issues which helped to make railroad men of all departments more "customer minded." In providing railroad freight patrons a paper of their own, we are not going to reduce the freight traffic fare of *Railway Age*'s regular railroad audience.

To our readers among the shipping public, the editors of *Railway Age* say, "Thanks for your patience while we experimented in what is yet a pioneer field of journalism; thanks for the talks and the tips; thanks for telling us your needs and your desires; thanks for educating us. We'll still be coming around, because our railroad subscribers need to know what you are thinking." And to Editor James W. Crossett and his crew on the a-borning Railway Freight Traffic, we wish "good leads" and "good copy." Take over, Jim.

PRIVATE HIGHWAYS SUGGESTED FOR BRITAIN

England also has a problem of highway congestion—much worse, it would appear, than that on this side of the Atlantic. In spite of this handicap, the London Economist reports, the number of trucks has doubled since the war, even though there is a tax on gasoline equivalent to 35 cents per imperial gallon (29 cents per U.S. gallon); and an excise tax of 33⅓ per cent on the price of a commercial vehicle chassis. The maximum legal speed of heavy vehicles is limited to 20 m.p.h.

The Economist tells of a section of new road which cost $7,700,000 to build and is estimated to be saving $1,680,000 in annual vehicle operating costs—a return of almost 22 per cent. In that country's "planned" economy, capital expenditures are strictly controlled, and there are some who believe that investments in other facilities are being permitted which yield considerably less of a return than would be likely from a like amount spent on highway improvements.

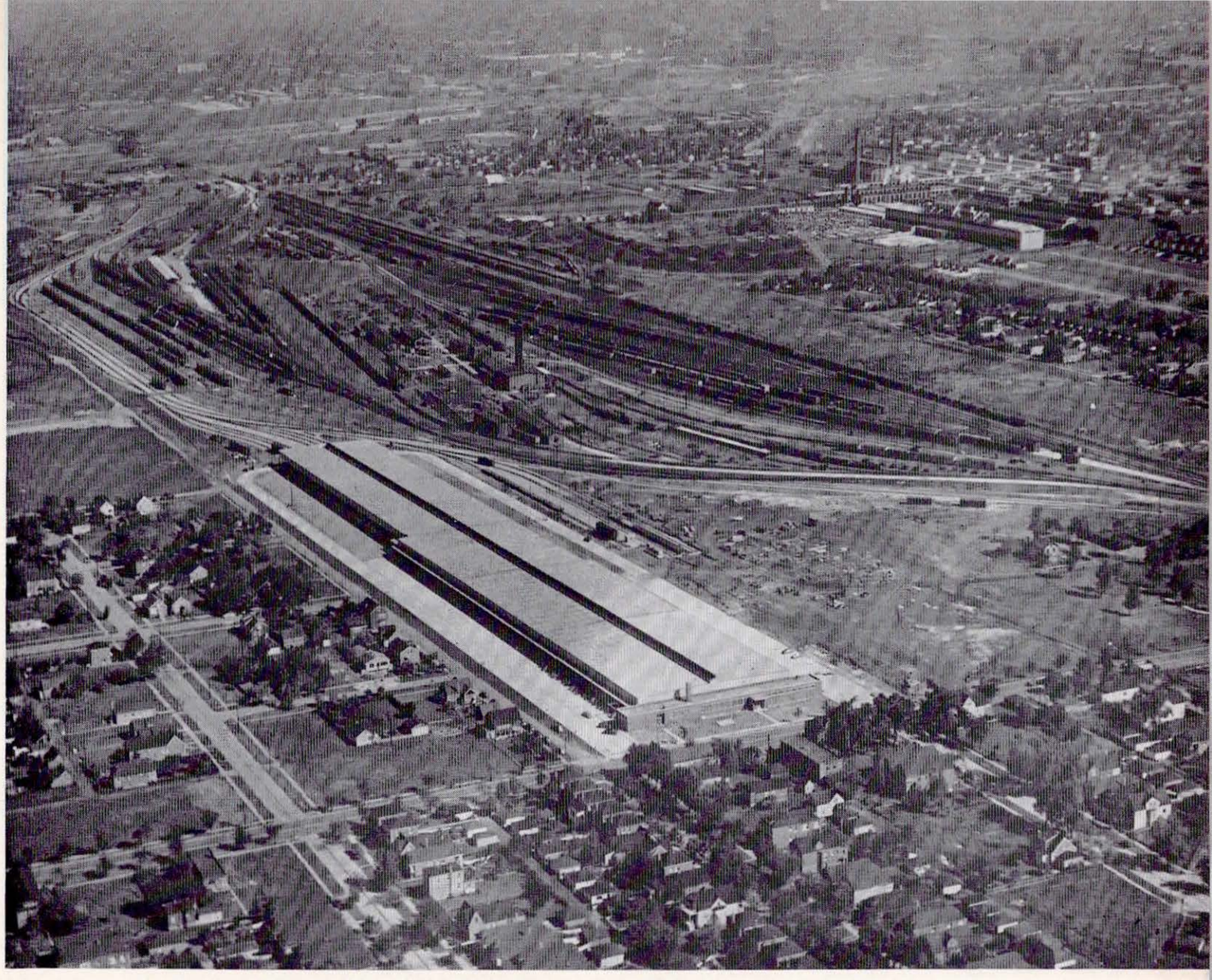
The Economist suggests that "it may well be that road users themselves would find it a worthwhile investment to build a network of modern roads, even without government finance." A speaker at the Institute of Transport is quoted as saying:

> "In what we are still inclined to call a 'normal' economy, capital expenditures on roads would, in theory, be undertaken if it produced an annual saving in vehicle operating costs greater than the annual cost of the road works."

A little more of such talk as the foregoing and the essentially simple solution to highway congestion, not only in Britain but everywhere else, is apt to come to light. The intrusion of political management—thwarting the normal operation of the forces of supply and demand—is usually the cause of a shortage of facilities—of highways or anything else. If private capital were encouraged to construct toll roads at points of congestion and heavy traffic—with an opportunity to make an honest profit and with the assurance that the investment would not be ruined by the competition of a toll-free public facility—how long could highway congestion possibly last, anywhere?

There isn't any shortage of gas stations or repair shops to service the nation's motor vehicles. Why not? The answer, of course, is that there's a profit in prospect for private capital to provide these facilities. But the highways—except the relatively few toll roads—aren't financed that way. Then again, long-haul trucking isn't going to quit cluttering up the public highways and seek to induce private investment in private highways for their use as long as the taxpayers keep on supplying these facilities for long-haul commercial traffic at a use charge which is less than private capital would find remunerative.

The solution to practically every economic problem is essentially the same, and is as simple as a, b, c. It is: *remove the political interference and let the forces of supply and demand go to work.*



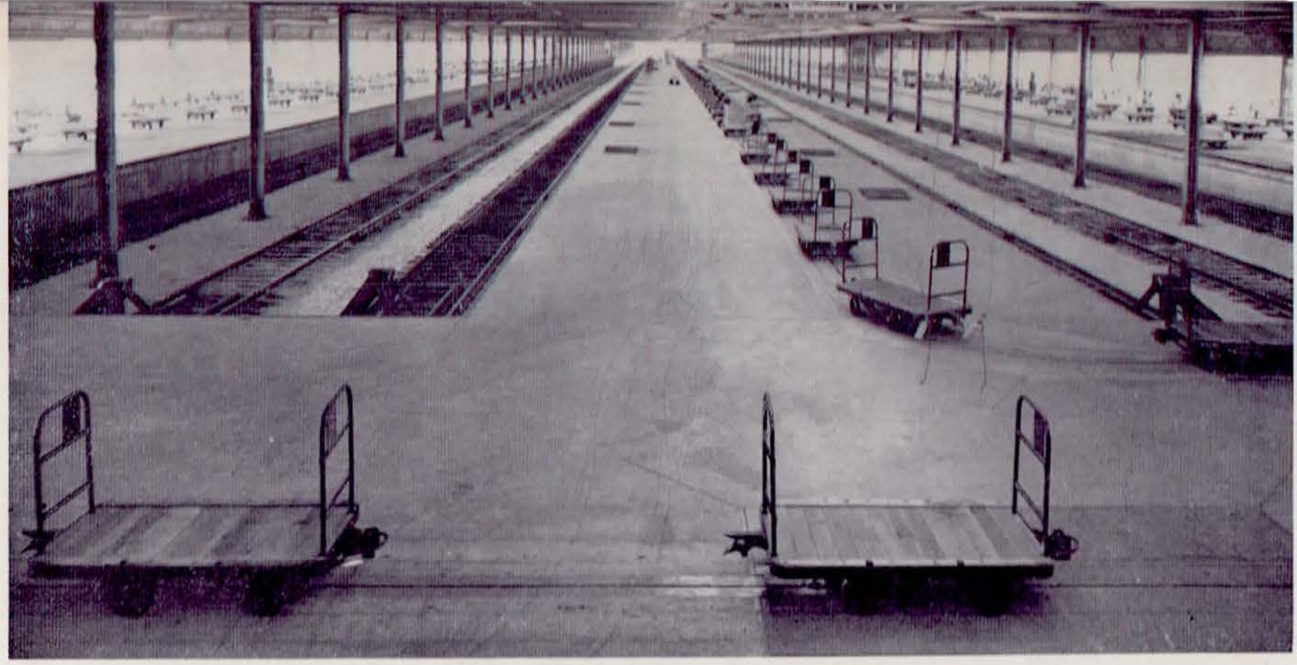
Aerial view showing the block-wide and four-blocks-long l.c.l. freight station which the Santa Fe built at the south end of its Corwith yard in Chicago. The freighthouse fronts on 47th street, a four-lane traffic way, and has wide concrete pavements on each side for easy access and maneuvering of trucks and trailers.

How the Santa Fe's New Station Speeds L. C. L. Handling

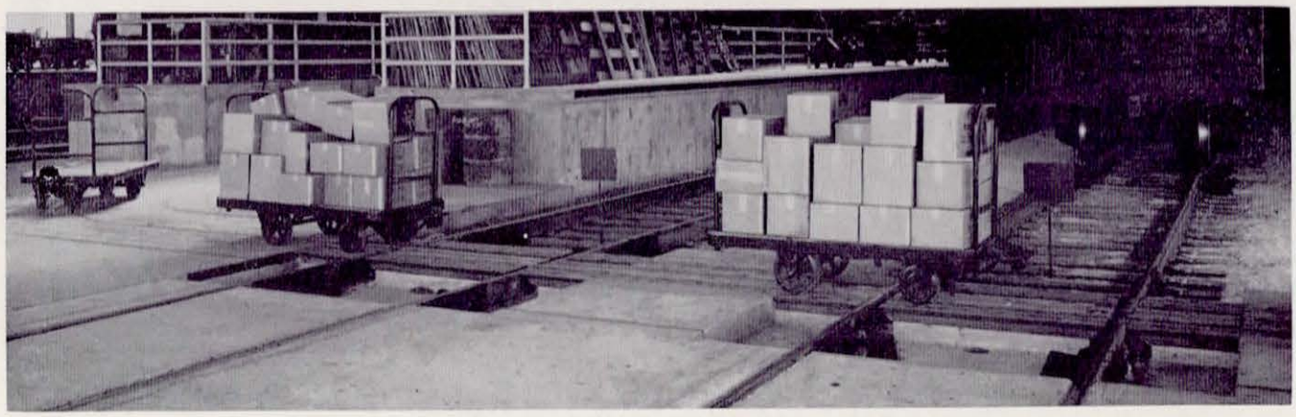
Built within easy reach of Chicago shippers, freighthouse is equipped with modern communications and towing system

Efficiency, quick handling and fast dispatching are the keys to successful freight-station operations, and the Santa Fe management believes it has incorporated these essentials in that road's new freighthouse at 47th street and Hamlin avenue, Chicago. This situation is at the south end of the road's Corwith yard. The headhouse of the station fronts on 47th street, a four-lane traffic way. The new facility is served by six tracks which will accommodate a total of 160 cars under one roof, permitting uninterrupted freight-handling operations regardless of weather conditions. A modern communication system promotes close supervision and control of operations, and a special towing system, in addition to auxiliary freight-handling equipment, facilitates prompt handling of freight ranging from a small carton to loads up to 5 tons.

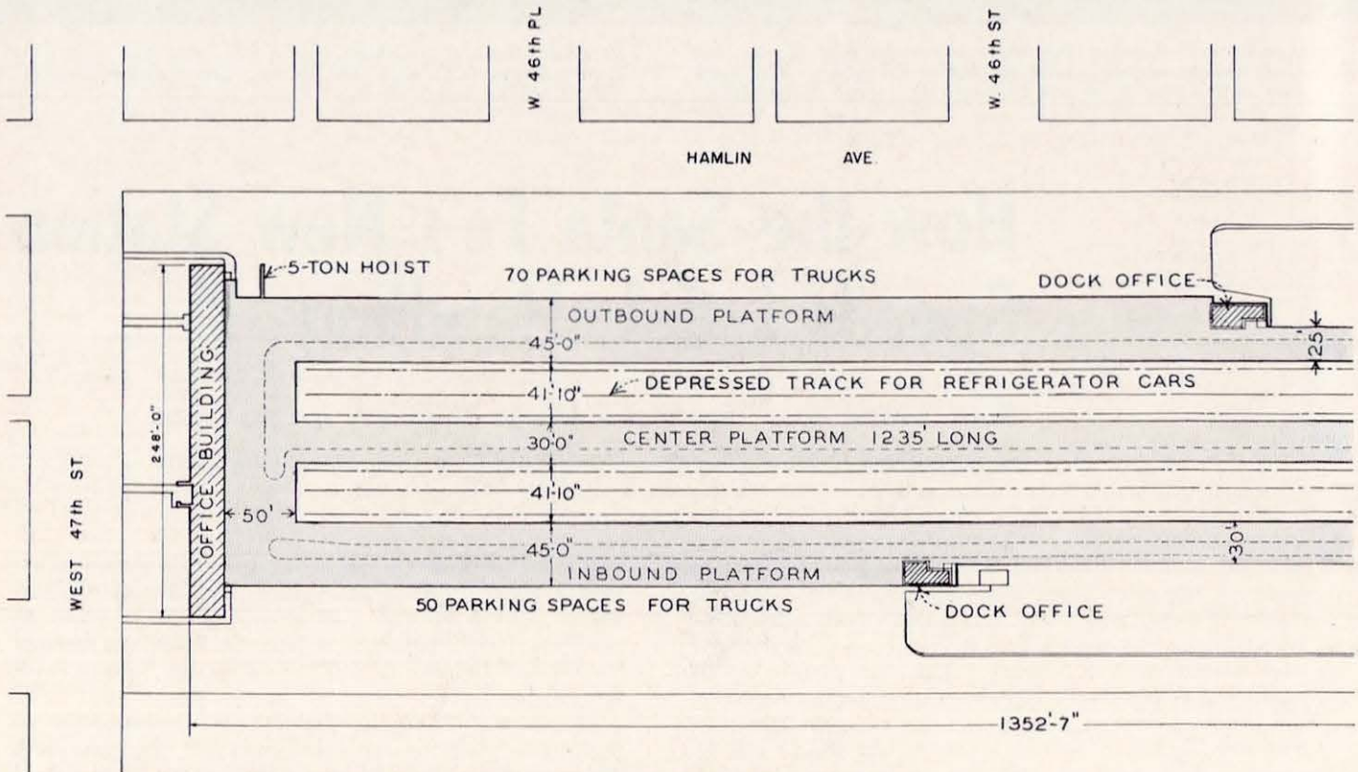
Construction of the new freighthouse is part of a comprehensive plan for the enlargement of Corwith yard. Although final plans for the improvement of the yard have not been definitely settled, the general overall plan



Care was taken to avoid obstructing the platforms with columns and to provide spaciousness.



Using ramps, the Towveyor system is carried down to the track level, eliminating lift bridges.

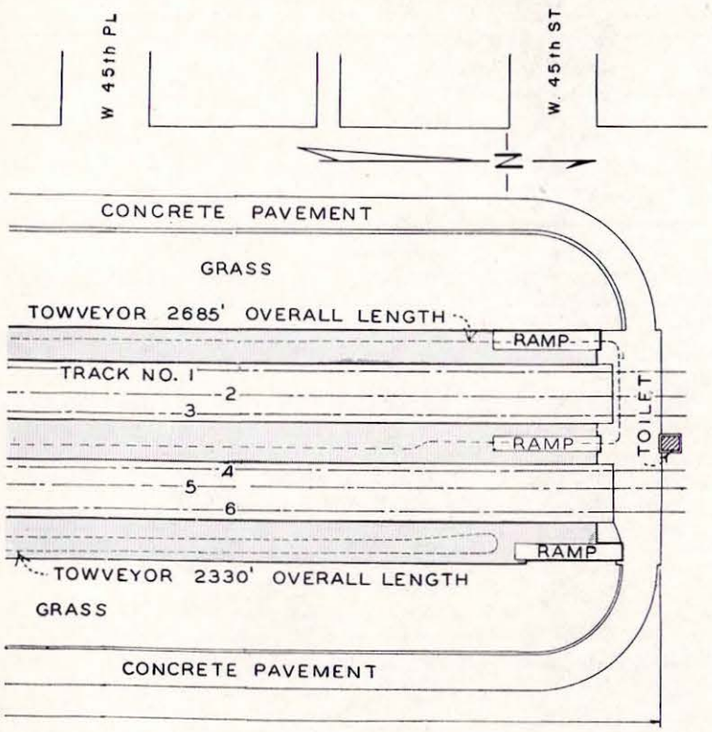


Floor plan of the new Santa Fe freight station showing the relative positions of the inbound and outbound platforms and the routes of the two Towveyor circuits serving them.

will be to remove all buildings to the perimeter of the proposed yard trackage and to rearrange the tracks in a more efficient layout. The location of the new freighthouse in the southwest corner of the Corwith yard property not only fits in with the overall improvement plan but is also convenient to street trucks. Trucks can also circle around the north end of the facility on a new concrete pavement, without leaving the freight station grounds.

Before the new station was constructed, l.c.l. freight-handling facilities were near the north end of Corwith yard. They included a long, narrow transfer house, served on its south side by four stub-end tracks for half of its length, with the remaining portion of the length devoted to truck tailboard spaces, and on its north side by three transfer tracks. It was further separated from a narrow transfer dock on its north by two through tracks. Another long covered platform was situated southwest of the main transfer house and was served on its north by two tracks.

Because the platforms of the three structures were so widely separated, freight-handling operations were carried out with difficulty and necessitated a great deal of hand-trucking through the cars. Also, the narrowness of the platforms made congestion inevitable and hampered the extensive use of mechanized equipment. Moreover, since the Santa Fe handles a large number of refrigerator cars of perishables eastward from California, it loads as many of these cars as possible at Chicago with l.c.l. freight destined to the far West to avoid empty return movements, and the differences in car-floor heights prevented the use of the desired mechanized freight-handling equipment in car-to-car movements. These conditions could not be corrected without a substantial expenditure and pointed again to the need for building a new freight station on a different site so that operating economies could be effected.



The new freight station lies in a north-south direction and can be likened to an extended letter "E," with the headhouse office building, backed by a cross platform, representing the vertical staff of the "E" and three concrete platforms, each 1,235 ft. long, representing the horizontal members. Ramps, 80 ft. long, at the north ends of the three platforms provide access to the truck pavement that circles the building.

The headhouse is a one-story concrete and brick building, 25 ft. wide by 248 ft. long, having a full basement, and contains offices for the general freighthouse foreman and his staff, wash and locker rooms, a lunchroom, a cold room, a "hold" room, and a cooper's room. Immediately behind the office building is a concrete platform, 50 ft. wide and 204 ft. long, which connects the three long platforms.

The westerly platform is for outbound business and provides tailboard space for 70 trucks on a concrete pavement 75 ft. wide. This platform is 45 ft. wide for that portion of its length that serves the trucks, and 25 ft. wide for its remaining length. The easterly platform is for inbound business and has tailboard room for 50 trucks on another concrete pavement that is also 75 ft. wide. This platform is also 45 ft. wide where it serves the trucks and 30 ft. wide for its remaining length. The center platform, which divides the six tracks into two groups of three tracks each, is used for loading cars on tracks No. 2 and No. 3 (see plan) on its west side and tracks No. 4 and No. 5 on its east side.

A dock office and toilet building was constructed on each of the outbound and inbound platforms near the mid-point of their lengths where the platforms change in width. A small toilet building was also built at the north end of the platforms. These structures are of the same general construction as the office building.

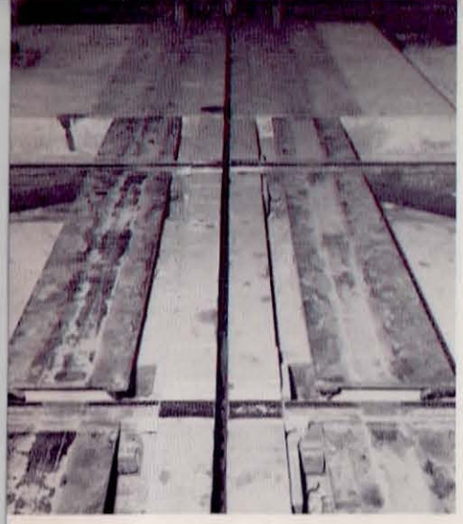
Towveyor Is Outstanding Feature

One of the outstanding features of the new facility is the underfloor towing system installed for hauling merchandise on platform trucks between unloading and stowing points. This is the Towveyor system, which is said to be the first installation of its kind in any railroad freight station and was designed by Santa Fe engineers and the Jervis-Webb Company, Detroit, Mich. It presents no overhead obstructions and does not require any lift bridges or other types of movable crossover bridges.

The Towveyor consists of a roller-type continuous-chain conveyor installed in the floor of the platforms. Catch devices are built into the chain at about 15-ft. intervals for engaging the tow pins of the platform trucks. These pins extend through a continuous slot about 1 in. wide in the platform surface. The roller chain moves at a variable speed of 110 to 160 feet a minute and is constantly in motion during working hours unless stopped for an emergency.

The Towveyor system operates in two circuits. One, 2,685 ft. long, for outbound business, circles the first three tracks between the outbound and the center platforms, and the other, 2,330 ft. long, for inbound business, serves the inbound platform only. Each circuit is driven by a Caterpillar roller-chain drive, powered by a 30-hp. electric motor, and has a counterweight take-up device for keeping the chain taut. Small pits with covers are placed along each circuit about 240 ft. apart for clean-out purposes, and each chain is equipped with 10 brushes for sweeping toward the clean-out boxes any dirt and paper that may have fallen through the slot.

The platform trucks are of the four-wheel type with



(Left) Special manganese-steel crossings were devised for carrying the Towveyor chain under the three house tracks. (Center) The towing device, or "Santa Fe pin," on the platform trucks is raised and lowered by a foot pedal. (Right) When a platform truck, bearing the same number on its front end as the block number of a car, comes along on the Towveyor, stower unhookers remove it from the line and push it into the car.

caster-type front wheels, and 500 were built especially for this Towveyor system by the Mercury Manufacturing Company, Chicago. A towing device, known as the "Santa Fe pin," was installed beneath the front end of each truck. The pin is raised and lowered by the freight handlers by a foot pedal. When the foot pedal is raised, the pin is also raised and locked in that position. When the foot pedal is lowered, the lower end of the pin falls to the platform surface where it slides along until the truck is pushed onto the towing line, when it drops into the slot and is caught up by one of the towing dogs of the chain. The trucks are equipped with the conventional front and rearend couplers so that they may be coupled into a train as when empties are hauled by towing tractors for proper distribution.

The longer Towveyor circuit, operating between the outbound and the center platforms, will haul approximately 175 trucks at one time, and the shorter Towveyor, operating on the inbound platform only, will haul approximately 165 trucks. In computing the loads for these circuits, 500 lb. was used as the light weight of the trucks and, with due consideration given to the normal number of empty trucks on the line, an average weight of 500 lb. was used for the loads, making a total of 1,000 lb. per truck. If the haul at any one time should exceed the total computed load, a limit switch will stop the line, preventing damage to the power units of the system.

Moving in a counterclockwise direction, the longer Towveyor circuit operates down and up 6-deg. ramps at the north end of the platforms. It also crosses under three tracks. The design of crossings for this location, which had to have sufficient strength to sustain switch engines and loaded cars, presented something of a problem. It was solved by designing special manganese steel crossings.

The success of any conveyor system hinges on its continuous operation; hence the 75 freight blocks established at the Corwith freighthouse had to be so assigned that, for example, an afternoon switching of cars, scheduled to leave Chicago on the road's "hot-shot" train No. 39, would not require movement over the outbound Towveyor system, interrupting its operation. Cars for this train are, as a consequence, spotted on track No. 4, while track No. 5, normally empty at the start of each day's operations, is reserved for cars containing overflow merchandise arriving too late for the night switch and which may be brought to the freighthouse at any time before 1 p.m. each day for immediate handling.

Tracks No. 1, No. 2 and No. 3 are in general spotted with cars loaded with freight that can wait for switching at the close of each day's operations, but it is frequently necessary to switch out a cut of about seven cars from one of these tracks for Train No. 39. These seven cars are usually spotted at the north end of Track No. 2 and are switched about 4 p.m. While this requires stopping the Towveyor circuit and removing any platform trucks that may stop on the track crossings, until the cars are switched out, the Towveyor is usually restored to service within four minutes.

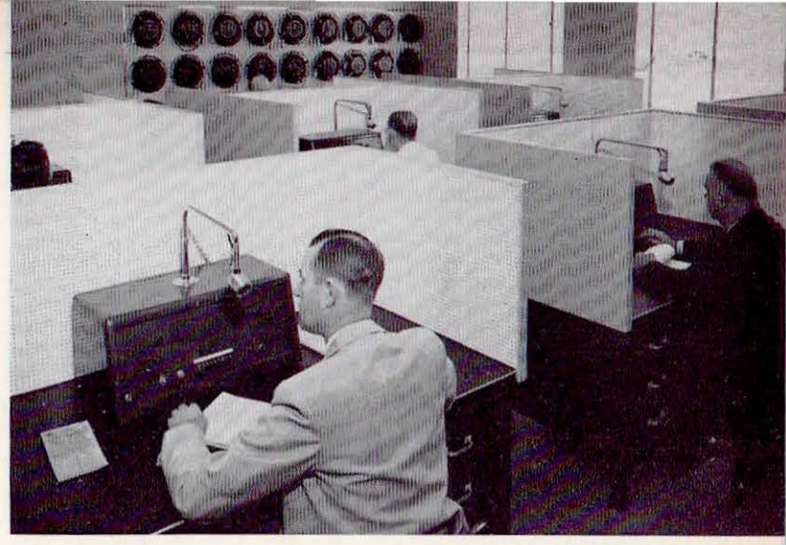
Because refrigerator cars are loaded at this station with "dry" freight for movement to California, track No. 2 was depressed to place the higher false-floor level of those cars more nearly on a par with that of other cars. If this track had been depressed the full 14-in. difference in floor heights, the steel trucking aprons placed between cars standing on tracks No. 2 and No. 3 would have formed a level route for the passage of mechanized equipment. However, there are times when refrigerator cars would not be avvailable for spotting along the entire length of this track and box cars would be substituted. At such time, the floor level of the box cars would then be 14 in. lower than those on track No. 3 so that mechanized equipment could not be used over the sharply inclined trucking aprons. To assure the full utilization of mechanized equipment for all conditions, it was decided to depress track No. 2 only 7 in. —half the difference in floor levels.

The communication systems installed in the new station play an important part in the proper handling of incoming and outgoing freight and have substantially increased efficiency through the maximum utilization of manpower. These systems include a two-way communications system between the headhouse office and various points on the platforms, and sending and receiving pneumatic tubes laid between the headhouse office and the offices on both the outbound and inbound platforms.

One of the important advantages of these communication systems, as compared with the practice prevailing at the old facility, is that they expedite the handling of freight by permitting the checkers to be moved from the platforms and cars into an office where they each handle the work of three callers. Formerly, each working unit consisted of a checker, a caller, and a trucker. With the new arrangement, the number of checkers is reduced, the number of callers is increased, and there are no truckers.

The intercommunication system is actually in two circuits. One is a two-way wiring arrangement connecting the checkers in an office with callers in the cars, and

This switchboard and desk console, the communications center of the station, are operated by an assistant foreman and link the platform crews with the checkers and other office personnel.



In a separate office in the headhouse, checkers have soundproof partitions around their desks and talk-and-listen communication consoles. Foot switches leave both hands free for handling waybills.

the other is an arrangement connecting consoles in the headhouse office and the two platform offices with talk-back and paging speakers. However, both circuits can be interconnected through a console and switchboard in the headhouse office, which is one of the distinctive features of the Corwith freighthouse installation.

The first circuit primarily serves nine checkers in an office in the headhouse at desks which are enclosed on three sides with soundproof material to a height of 30 in. Each desk is equipped with a boom-type microphone and a small console furnished with five toggle switches and their related indication lights. Although five switches are provided, which would permit communication between a checker and five callers in different cars, it has been found that three callers to one checker produces the greatest efficiency. These desk consoles are of the talk-and-listen type, operated by a foot-switch, which allows checkers to have both hands free to handle waybills.

By means of a central switchboard in the office of an assistant foreman, which adjoins the checkers' room, the checkers can be connected to any of 132 plug-in points dispersed around the platforms. The plug-in points are established on the columns along the truck parking areas of the out-bound platform and at 45-ft. (approximate car length) intervals placed in the vicinity of the spotted box cars. Plug-in outlets for extension light cords are also provided at about the same locations.

Each caller is assigned a portable talk-back speaker which has a 25-ft. extension cord wound around a reel. When he reaches his assigned spot, he plugs his cord into the nearest plug-in point and carries his speaker with him into the car. Meanwhile, the assistant foreman in the office has connected the line from this spot on the switchboard to the line of the checker's console. When ready to talk, the caller presses and releases a button at the center of his speaker, causing a signal to light up on the checker's console and a buzzer to sound. If the checker is ready to talk with this caller, he throws the proper toggle switch and presses his foot-switch. They are then in direct communication.

With the other intercommunication circuit, the assistant foreman in his headhouse office can talk through any or all of 20 talk-back speakers and 28 paging speakers. The assistant foremen in the inbound and outbound platform offices can also talk over their console speakers directly with the assistant foreman in the headhouse office or with men at any or all of six talk-back speakers on their respective platforms.

Being interconnected, the two circuits permit a high degree of flexibility. The general foreman in his private office can be connected through the switchboard to any plug-in spot or to any speaker. Also, he can broadcast an announcement over all of the speakers, some of which are in the wash and locker room, the lunchroom, cooper's room, etc., of the headhouse. The assistant foreman at the central switchboard also has the same opportunity. It is possible, too, for the checkers to be connected with particular speakers. Hence, all men in the station are within immediate reach and, in the event of an emergency, can be alerted.

The pneumatic tubes, connecting the inbound and the outbound offices with the headhouse, permit the prompt handling of receipts, bills of lading, waybills, etc. They eliminate the long walks that would otherwise be necessary; time thus saved is used for productive work.

Another striking feature of this new facility is its spaciousness. One roof, made up of Holorib steel roof decking covered with insulation and a tar-and-gravel surface, covers all platforms, tracks within the house, and the concrete pavement at the north end of the station. The steel columns supporting the roof trusses have been so located that they present the minimum obstruction to platform operations. The outer lines of columns are at 25-ft. intervals along the outer edges of the platforms, and these are the only columns on the platforms. There are no columns located on the center platform, as the two lines of intermediate columns, 85 ft. apart, come between tracks No. 1 and No. 2 and between tracks No. 5 and No. 6. Because the building was constructed on filled ground, all columns are supported on pile clusters.

Cantilevered visors, 8 ft. wide, were provided along the truck tailboard loading spaces of the platforms to give protection to these areas during inclement weather. Also, Transite siding was applied to the upper portions of the sides of the building for protection against the elements.

Because cars spotted on tracks on each side of the center platform prevent much of the daylight from reaching it from the sides of the station, a clerestory, glazed with deep-angle white corrugated glass, was built in the roof for the length of the center platform. Mercury-vapor lighting was used at bottom-of-truss level to illuminate the platforms. These fixtures are augmented by widely spaced 750-watt incandescent lamps which are left on at night for policing purposes.

A 5-ton hoist was installed at the south end of the outbound platform for the loading and unloading of heavy freight from openbed trucks, and a 35-ton gantry crane was constructed on property adjoining the east side of the freight station.

Photo by Dick C. Brown

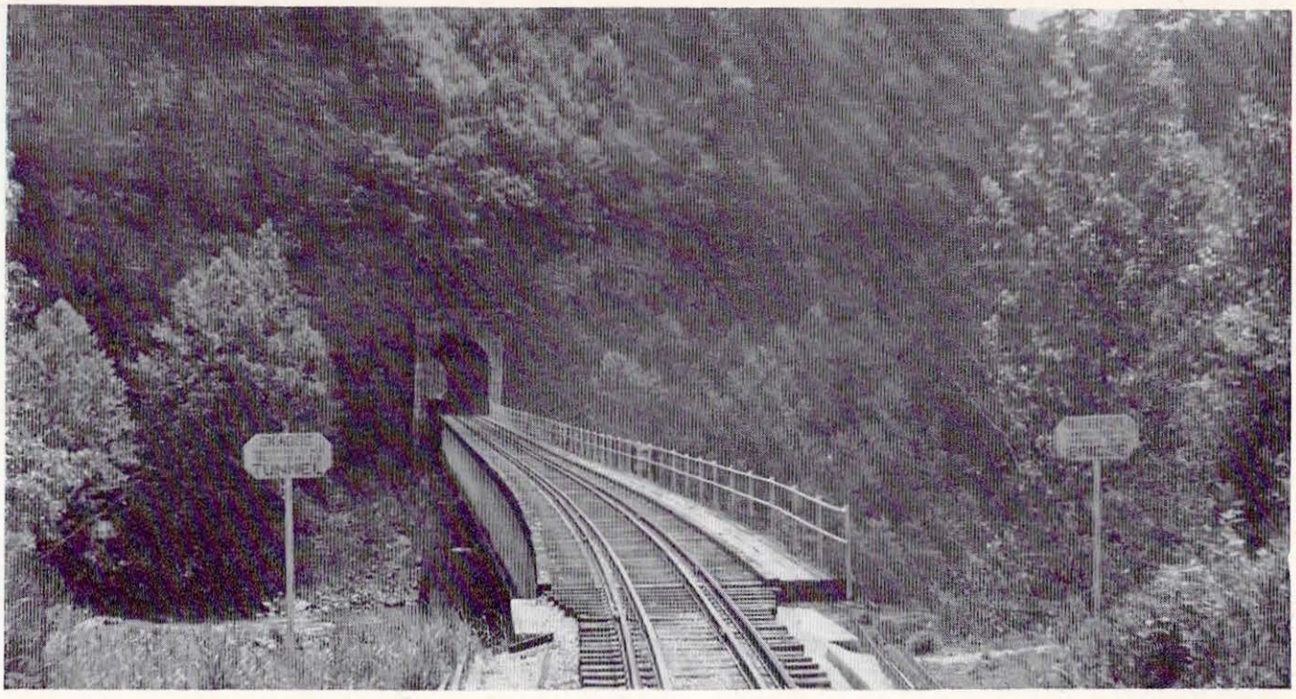
This Coal Road Is Also

A Speedy Bridge Line

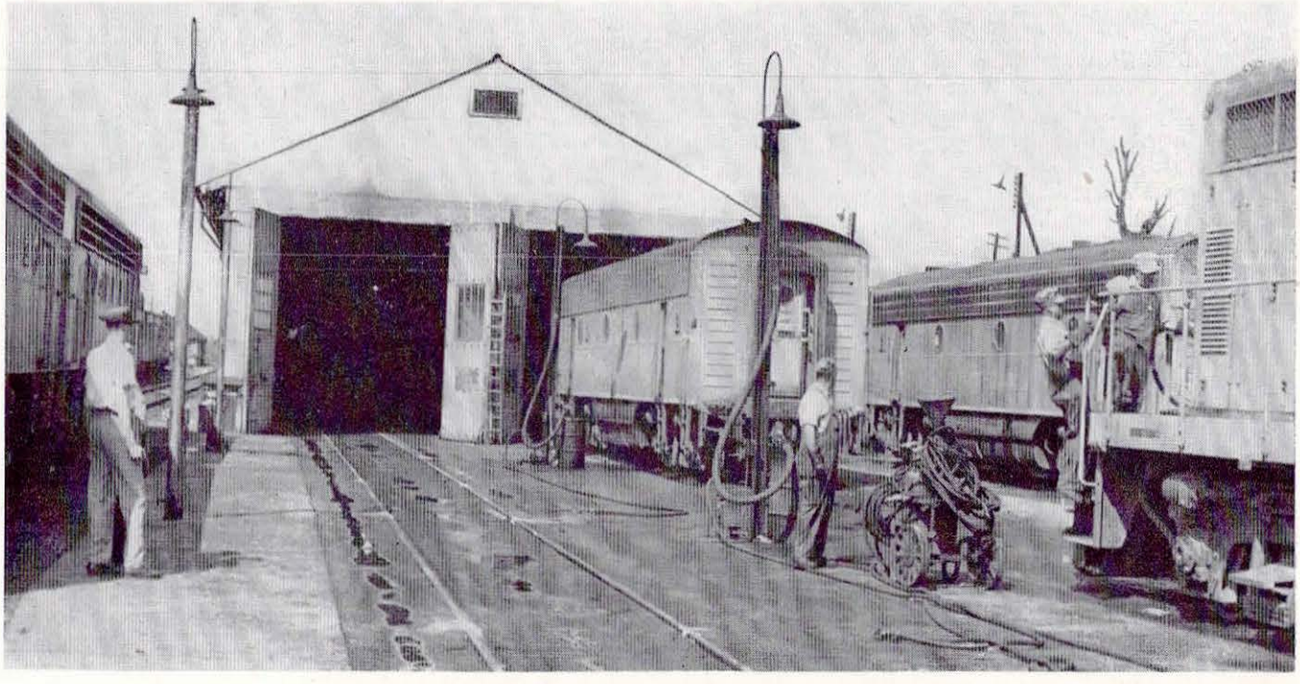
Clinchfield bids for Central West-Southeast merchandise traffic with close connections and fast movement over a variety of routes —Mountain territory conquered by superb transportation plant

Built originally as a coal road, the 317-mile Clinchfield has subsequently converted its plant and operations to enable it to bid successfully for overhead traffic of miscellaneous commodities—including perishables—over a wide range of routes between the Southeast on the one hand and the Ohio Valley, central West and Northeast. The road is currently engaged in the most extensive modernization program in its history—the primary object of which is to improve its ability to attract this critical traffic in even larger quantities.

Coal continues to be the prime business of the Clinchfield and its bid for what coal roads generally call "merchandise" (meaning all freight traffic other than coal) has in no way impeded its physical capacity to serve the increasing number of mines along its lines or to enjoy an increasing tonnage of the black diamonds. But the fact that "merchandise" constituted 47 per cent of its total revenues in 1951 is clear indication that the Clinchfield's service is useful to shippers and receivers of general freight all over the country.



Typical engineering on the Clinchfield. Russel Fork bridge has its farther abutment well *within* the portal of Skaggs tunnel.



New diesel servicing facility at Erwin, Tenn., was built thriftily from shell of unused coach shed. It supplements heavy repair shops at the same point.

One of the surest signs of fast, reliable freight service is its increased use for perishables—the shippers of which are probably the most exacting in the country—and which require special services (diversion and reconsignment, icing, temperature control and inspection) not common to other commodities. The Clinchfield's perishable business in 1928—a "good" year in railroad traffic—totaled 19,797 net tons. In 1951 it had reached 145,713 tons, an increase of more than 600 per cent. The Clinchfield's stake in the perishable movement is indicated by the fact that it constituted one per cent of its tonnage and 2.6 per cent of its freight revenue in 1951, compared with 0.4 per cent of tonnage and 0.8 per cent of freight revenue in 1928.

Build-up of overhead traffic, increased industrial activity along its line and continuous development of coal production in its territory have brought to the Clinchfield, in postwar years, increases in revenues well in excess of that of U. S. roads as a whole. The Clinchfield's operating revenues have, since 1945, compared

much more favorably with its wartime peak of 1944 than those of Class I roads as a whole—being, in 1950, 44 per cent higher than in 1944, while U. S. roads as a whole were up 5 per cent. Since the close of World War II, the Clinchfield's portion of traffic carried by all railroads has been increasing.

The Clinchfield is one of the country's strategic "bridge lines," connecting a large group of railroads to the north and to the south, respectively. Connection is made at its northern terminus, Elkhorn City, Ky., with the Chesapeake & Ohio's Big Sandy branch from Ashland, with interchange averaging 550 cars daily—running to 650 cars during heavy days of the week. Connection is made at its southern terminus, Spartanburg, S. C., with the Charleston & Western Carolina, Southern, and Piedmont & Northern, with daily interchange of about 650 cars a day. Other major interchange points are—in order from north to south, with mileages from Elkhorn City and a rough approximation of daily interchange in both directions:

St. Paul, Va., 42 miles; Norfolk & Western (Clinch valley branch, Norton-Bluefield), 250 cars
Miller Yard, Va., 52 miles, Interstate (handling also Louisville & Nashville interchange via Norton), 300 cars
Frisco, Tenn., 88 miles, Southern, 100 cars
Johnson City, Tenn., 120 miles, Southern and East Tennessee & Western North Carolina, 75 cars
Marion, N. C., 218 miles, Southern, 100 cars
Bostic Yard, N. C., 245 miles, Seaboard Air Line, 200 cars

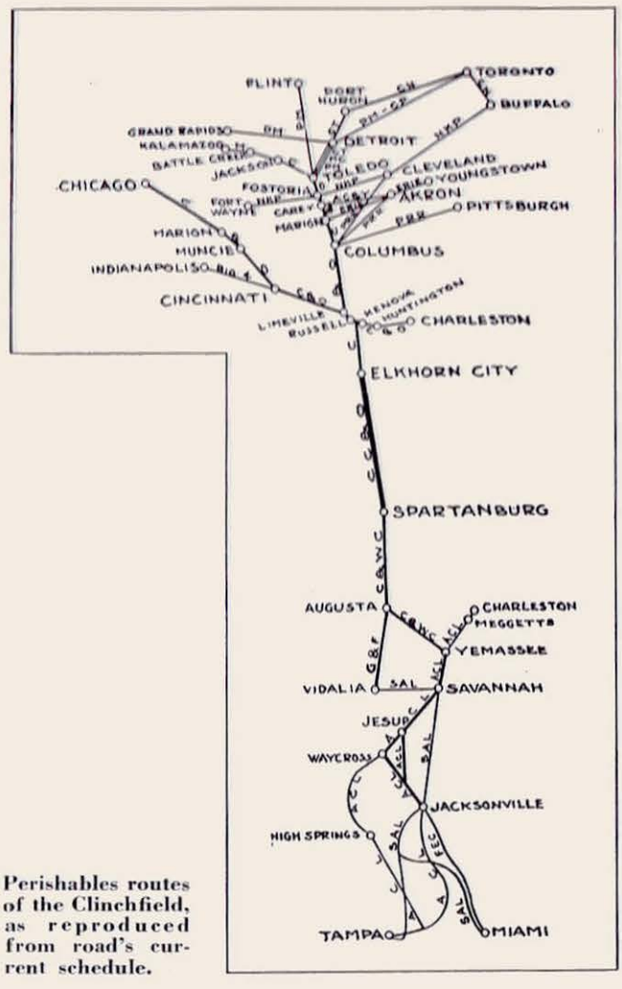
The Clinchfield serves chiefly as a link between the Carolinas and the Ohio valley. But through routes and rates carry its usefulness as a bridge line far beyond these territories. Thus, for example, the Clinchfield participates in a growing overhead traffic between the Northeast (north of Washington, D. C.) and South Carolina, Georgia and Florida, via St. Paul, the N&W, Hagerstown, Md., and beyond. Although somewhat longer, this route competes in overall transit time with the routes through Potomac yard.

Years ago the road's "merchandise" traffic was predominantly southbound. Now this traffic is in relatively good balance, with a growing traffic in perishables, phosphate rock (for fertilizer) and the products of the industrializing South moving northward.

Perishable Routes

In connection with the C&WC to the south, and the C&O to the north, the Clinchfield participates in routes for perishables out of Florida points to the north and central West, ranging from Toronto, Buffalo and Pittsburgh on the east to Chicago, Indianapolis and Cincinnati on the west. Originating roads are the ACL, the FEC, and the SAL, the latter joining the C&WC via the Georgia & Florida.

The Clinchfield handles most of its perishable traffic on manifest freight No. 97, leaving Spartanburg at 1:45 p.m. daily, and arriving at Elkhorn City, 277 miles distant, at 2 a.m. Full icing facilities are available at Erwin, Tenn., mid-point and operating headquarters of the road.

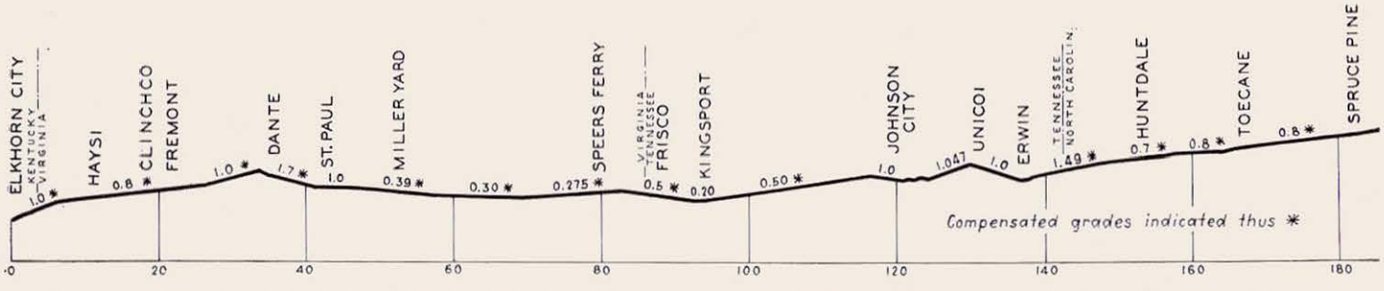


Perishables routes of the Clinchfield, as reproduced from road's current schedule.

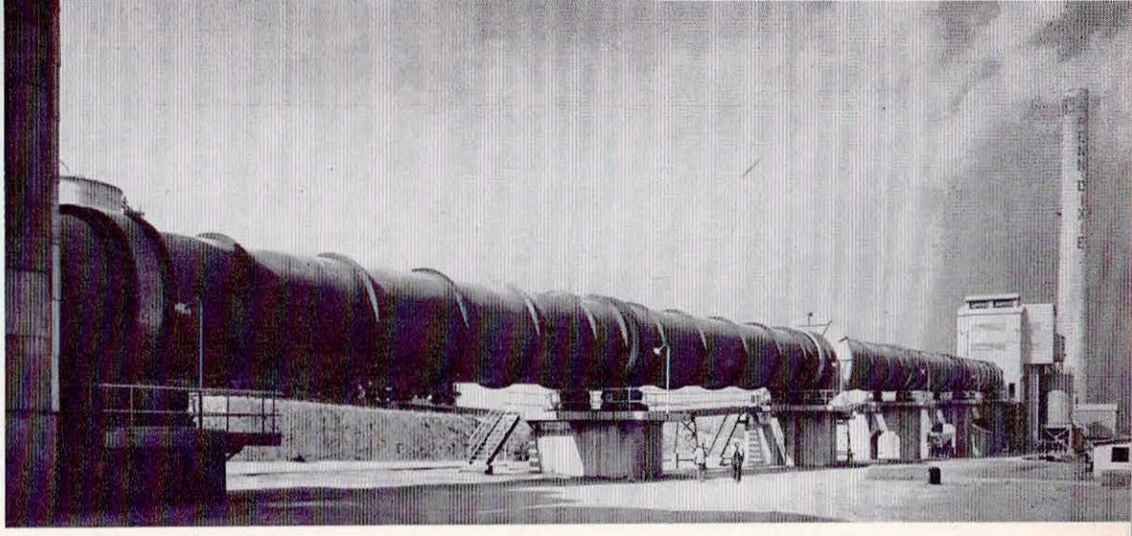
The present icing platforms will shortly be moved to a new location alongside the classification yard and expanded to 20-car capacity. The new position will obviate extra switching of cars requiring ice service and permit perishable blocks to be handled while other cars are being worked.

"Twelve-Hour Road"

The Clinchfield is "a twelve-hour railroad." That's about all the time it has to handle "merchandise" freight as a bridge carrier over its 277 mile main line. Ever since it was built through to Elkhorn City in 1915, its bid for "merchandise" traffic has been based upon unusually fast movement, with yard delays held to a minimum. Its first service was handled on a mixed freight and passenger train. Today its No. 97, "hot shot" mani-



Profile map of the Clinchfield (condensed) shows how line surmounts four major summits and three other more minor



This largest rotary cement kiln in the Western Hemisphere (Penn-Dixie Cement) is served by limestone rock from Marciem, Tenn., hauled by a daily Clinchfield "turn" moving via Frisco, Tenn., and trackage rights over the Southern Railway.

fest for perishables and merchandise, is carded as "first class" in the working timetable. Other through freights are rated second class. Unlike some railroads, which list freight trains in their timecards more for operating convenience, in giving them "rights," than to set forth actual running times, the Clinchfield expects its time freights to move according to the timetable departure and arrival times.

The Fast Freight Fleet

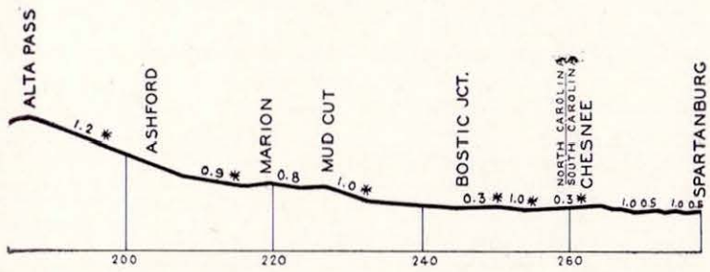
Two manifest trains in each direction are top runners in the road's fast freight service. No. 97 is scheduled from Spartanburg to Elkhorn City, 277 miles, in 12 hr. 15 min., including a scheduled layover at Erwin, of 1 hr. 25 min., for classification and icing of cars. Excluding the Erwin layover, No. 97's schedule calls for an average speed of 25.2 m.p.h., over a mountain railroad. The fastest train southbound is No. 94, scheduled in at Spartanburg 15 hr. and 15 min. after it leaves Elkhorn City, with a yard allowance of 2 hr. 30 min. at Erwin. All of the through freight trains, except No. 97, make stops at major interchange points. In addition, they generally stop for on-line originated or destined traffic at Kingsport and Johnson City, Tenn.

In addition to the basic two-a-day manifest freight service, No. 93 operates northbound daily. Until recently, it was chiefly an overflow train from Spartanburg to Erwin only, leaving the former point at 10:50 a.m. and arriving at Erwin at 4:05 p.m. Somewhat more than a year ago, its departure out of Spartanburg was advanced by an hour and twenty minutes and its run was extended to Elkhorn City. This improvement, in effect, created a third through time freight service northbound. To take advantage of it, the C&WC and the P&N improved Spartanburg connections for the Clinchfield so as to get cars onto No. 93, instead of waiting until evening for No. 95's departure. Equally important is the quick handling of north and eastbound freight originating at Kingsport and Johnson City, picked up by No. 93 after plants have completed loading for the day and delivered to connecting lines that same evening.

The transformation of No. 93 from an overflow pick-up to a daily time freight service is, according to the Clinchfield management, a prime illustration of "the chicken or the egg" question in providing railroad freight service frequency. It is the Clinchfield's experience that the development of new traffic comes *after* improved service is provided—not before. Obviously, a railroad needs some tonnage as a nucleus for an additional run; but beyond this it cannot wait for traffic to be offered in anticipation of service to come. No. 93's improved and extended run was initiated in the hope that it would prove attractive to shippers, once connecting roads adjusted their schedules to exploit its usefulness. It has already brought additional traffic to the Clinchfield, even with the limited through connections now provided. Furthermore, its extension to Elkhorn City helps "clean up" Erwin yard and saves the road per diem by delivering cars to its northerly connections prior to midnight.

Exceedingly close connections are made at interchange points, with a minimum of yard delay. At Elkhorn City, for example, the C&O's connection north is scheduled to leave at the time Clinchfield's No. 97 is scheduled to arrive. No. 95 gets in at 1 p.m. The C&O pulls at 3. In the reverse direction, Clinchfield's No. 94 leaves 45 min., and No. 92, 1 hr. 5 min., after their respective connections are scheduled to arrive. At St. Paul, where each road delivers to the other on interchange tracks, an N&W extra west out of Bluefield is scheduled to arrive daily at 5:30 a.m. Clinchfield No. 94 is scheduled to depart with its cars at 7:45 a.m. Another N&W extra west arrives at 6:30 p.m. with cars for Clinchfield's No. 92, departing 7:40 p.m. Similar close connections are maintained in the opposite direction, N&W time freights being scheduled to pick up Clinchfield's set off shortly after scheduled arrival at St. Paul, Va.

Freight for movement via L&N is handled from Miller Yard, Va., in extra trains over the Interstate to Dor-



watershed divides, with easy grades.

SCHEDULED MANIFEST FREIGHT TRAINS ON THE CLINCHFIELD

(A a.m.; P p.m.)

Southbound (read down)					Northbound (read up)		
94	92				97†	95*	93
5:45A	5:05P	Arr.	Elkhorn City	Lv.	2:00A	1:00P	11:55P
7:45A	7:40P	Lv.	St. Paul	Lv.	10:55P	10:47A	*
12:30P	12:15A	Arr.	Erwin	Lv.	7:50P	6:15A	*
3:00P	3:40A	Lv.	Erwin	Arr.	6:25P	3:20A	3:00P
7:10P	7:40A	Lv.	Bostic Yard	Arr.	2:32P	10:55A	*
9:00P	9:45A	Arr.	Spartanburg	Lv.	1:45P	9:45P	9:30A

† first class train in working timetable
*until recently this run was scheduled only as far as Erwin. Now it runs through on approximately schedule shown though change has not been made effective on official working time-card. See main text for explanation of service improvement.

The Clinchfield's claim ratio is one of the lowest in the country. In 1951 it was 0.47 per cent, compared with 1.11 per cent for all U. S. roads. Constant policing of received shipments is part of the reason. Flash photographs (left) taken by Foreman F. P. Sweeney at Johnson City freighthouse are better evidence of good (or bad) shipping than reams of reports. They are sent to origin point, along with receiving reports. (Center) Forklift trucks (Towmotor 2,500 lb.) and (right) burden-bearers (Buda 2,000 lb.) have cut costs and increased safety at Johnson City, hub of the road's l.c.l. merchandise operations. They are supplemented by three Lewis-Shepherd manual-hydraulic lifts, 2,000 lb. In the heavy season, this freighthouse handles up to 200 tons of freight daily.

chester Jct., Va., for connection with L&N time freight trains at that point.

To the south, the SAL maintains close connections with No. 94 south and No. 95 north, pulling from Bostic yard 30 minutes after the former arrives and delivering 1 hr. 30 min. before the latter is scheduled to leave. At Spartanburg the C&WC (ACL connection)—even though complete reclassification is necessary—is scheduled to depart to the south and east only 3 hr. 30 min. after No. 94 arrives. In the opposite direction, No. 97 leaves Spartanburg only 1 hr. 40 min. after the C&WC connection takes down its markers.

Even if competition did not demand close connections at interchange points, the physical plant of the Clinchfield is such as to force its management to yard cars as little and as quickly, as possible. Yards on the road are few and relatively small. At Elkhorn City, as noted, interchange runs up to 650 cars a day in the heavy part of the week—mostly between about 11 p.m. and 6 a.m. The joint yard has capacity for only 360 cars, so "fast turnover" is essential.

The terrain, for the most part, makes extension or relocation of yards and storage tracks almost prohibitive, if not actually impossible. The railroad's management figures it is better to keep cars moving than to build additional tracks—at a "guess-timate" of $100,000 a mile—where yard forces can store them. "We can't keep the freight around if there is no place to put it."

Yard Improvements

Insofar as yard improvements are needed to expedite and cheapen the movement of cars—as distinct from delaying them—the Clinchfield is, however, engaged in making the most important yard alterations in its history. Some of the projects have been completed; others are under way; still others will be started in the near future.

Some of the jobs involved which directly affect freight service are:

Erwin yard (operating center, mid-point of the railroad and home terminal for most crews): Saucer-type yard capacity raised from 800 to 1,020 cars; three of its 11 classification tracks lengthened to hold 158 cars apiece; easier and additional leads and crossovers installed, including engine track to servicing facility. Provided two illuminating towers to give 2-candle power lighting uniformly over yard. Installed paging system.

Barrett Yard, Johnson City: Will build new main line around yard, extend passing track to 150 car lengths, and convert present main running track (from which industrial spurs and yard switching leads take off), to yard track. Will permit "main-tracking" of trains through the yard and continuous C.T.C.

Kingsport yard: Add capacity for 75 more cars to present 515-car capacity by changes in switch location; demolition of engine coaling trestle; extension of passing track to 160-car capacity; and extension of switching leads to permit continuous C.T.C. operation.

Miller Yard (joint with Interstate): Increase capacity for speedier handling.

Elkhorn City (joint with C&O): Five existing tracks have capacity of 45 to 86 cars each. Will extend two tracks to 140 car length. Nature of terrain such that it will cost some $85,000 to obtain only 4,300 ft. of additional track capacity.

Coal traffic in 1951 furnished more than 65 per cent of the Clinchfield's tonnage and 53 per cent of its freight revenues. Some 11 coal mines with loading tipples and about 20 truck mines ship out approximately 450 cars of coal each working day. Local originating territory centers on Dante (pronounced Dant), Va., and extends some 30 miles north thereof.

From connecting roads (C&O, N&W, Interstate and L&N) the Clinchfield gets another 300 cars each working day—which it moves south. About four years ago the Clinchfield established through rates on coal produced on its own line to the Hampton Roads (Va.) ports, via its connections at Carolina junctions.

Southbound coal originating on the Clinchfield or on the C&O south of Russell, Ky., moves on mine tags to Dante, where it is weighed and billed. Northbound coal originating on the Clinchfield north of Dante and routed C&O moves on tags to Russell for weighing and billing.

In 1947 the road completed a new 15-mile branch, through difficult terrain, from Caney, Va., on the main line, to Moss, at a cost of $2,500,000. From the tipple mine at Moss the road gets about 175 loads a day, and from four "dock" (truck) mines along the new branch, an additional 40 cars a day.

A Mountain Railroad

The Clinchfield is one of the few railroads in the country—like the Virginian—built "all of a piece," within relatively recent times, and at the highest and latest standards of operating efficiency which money could buy. Designed to carry heavy coal tonnage at minimum operating cost, it had, nevertheless, to cut athwart seven watershed divides of the Appalachians, from the Blue Ridge on the east, to the Cumberlands on the west. To attain the low grades insisted upon by the road's promoters demanded the best work of the civil engineers. They dug 55 tunnels (the shortest 179 feet and the longest 7,854 feet), with an aggregate length 3.5 per cent of the total mileage of the line. In doing so, ample clearance was provided—almost as if the engineers anticipated the "high and wides" of future years. The standards for tunnels—18 ft.

(*Continued on page* 103)

Letter from a Reader . . .

Ford K. Edwards

Restates His Position on Ex Parte 175

The lead editorial in the Freight Traffic Issue of October 6 commented on the views of Dr. Ford K. Edwards, director of the Bureau of Coal Economics of the National Coal Association, as set forth in "A Shipper's Appraisal of Ex Parte 175" appearing in the September issue of the I.C.C. Practitioners' Journal. Railway Age *took the position that Dr. Edwards' appraisal of the earnings of the railroads was far too optimistic and that he failed to give consideration to the effect of general price inflation on the railroads' need for additional revenues.*

Dr. Edwards wrote us at considerable length about our editorial, in which he restated certain of his points and expanded on them. His letter follows in full.

WASHINGTON, D. C.

TO THE EDITOR:

I have read your editorial of October 6 and believe a few comments should be made. Some of your observations—such as that of denying rate increases to meet inflationary increases in costs—go beyond what appears in my statement; but otherwise you have summed up the things on which we feel there is need for more awareness, study or planning than can well be obtained during the pressure and stress that attends these hearings in general revenue proceedings.

My purpose in answering your editorial is to endeavor to correct impressions which I feel it may leave as to rail rate increases and the consequent share of the rail "burden" which coal bears. There is some tendency on the part of both carriers and some shippers to unwarrantedly deprecate coal in this respect.

First, you ask that one compare the rate of return of the rails since 1920 with any industry one chooses, including the regulated electric utilities. Based on Internal Revenue figures, the industry-wide returns to bituminous coal over this period have averaged but slightly over one per cent, or a small fraction that of the rails. This accounts in some part no doubt for the critical view coal takes to the raising of coal freight rates to improve rail returns.

Finds Freight Return High Enough

The 1951 rail rate of return on freight traffic taken by itself—7 to 8 per cent—is well above the recent earnings of about 6 per cent for the electric utilities. The reasons for the lower rail industry-wide rate (4.2 per cent in 1950) must lie elsewhere than in freight rates.

If the rails had elected to pay out as dividends the same percentage of their net income as did the electric utilities over the past four years (76 per cent), their payments, averaging near $500 million, would have exceeded the "target" of $475 million which you quote as being one estimate of the amount needed to "restore rail credit standing." No one believes, of course, that the answer is that simple, but the foregoing observations indicate the need for more comprehensive studies of the standards to be used in measuring the financial condition and revenue needs of the carriers as well as the ways and means of improving them, where such is found necessary.

I am not familiar with General Mills shipments but, if wheat is typical, the statement that they have taken far higher percentage increases than coal is simply not true. The latest I.C.C. waybill analysis on this score, 1947-50, shows only one or two percentage points difference, and over the last three years, 1948-50, coal was hit substantially harder in terms of percentage rate increases than the great majority of the commodity classes.

Just how profitable is coal traffic? The measures most widely resorted to in industry to show how a "product line" is doing "profit-wise" is to observe the sales dollars remaining after coverage of the so-called out-of-pocket or avoidable costs incurred in producing the service. This is the substance of the commission's "contribution" studies. Whatever maximizes the "contribution" maximizes the net.

Applied to rails the "contribution" as figured by the I.C.C. staff is what remains after the coverage of what, to most cost accountants, would be considered a generous figure for out-of-pocket costs based on 80 per cent of the rail operating expenses, rents and taxes, plus an allowance for the cost of variable capital taken at 4 per cent (after income taxes) on all equipment and a little over half the roadway property. The revenue remaining after these deductions is the "contribution" which goes to meet constant costs, passenger and l.c.l. deficits and profits (i.e. profits over and above those contemplated in the 4 per cent allowances above).

Coal's contribution in 1950 of $295 million substantially exceeded that of any industry in America, including iron and steel. It exceeded that of all the grain and grain products and fruits and vegetables of the United States combined, i.e. the "Products of Agriculture" (I.C.C. Statement 3-52). It was nearly double that of lumber and all other "Products of Forests."

Test of Profit

A closely related test of profitability commonly used in industry is that based on the cents which remain out of each revenue (or sales) dollar after covering the direct or out-of-pocket costs. In 1950 coal contributed 29.2 cents out of every revenue dollar toward the rail "burden." The figure in Official territory was 30.1 cents. These figures exceed those for all of the raw material and related product groups which have values per ton generally ranging from 5 to 20 times that of coal. Comparative figures are: "Products of Agriculture" (28.4 cents); "Animals and Products" group (19.8 cents); "Products of Mines other than coal" (17.8 cents); and the "Products of Forests" (28.9 cents). The average for all carload traffic including the high-grade "Manufactures and Miscellaneous" group was 36.3 cents.

You sweep aside with a sentence the matter of deficits in the passenger and l.c.l. services, yet the rails take from bituminous coal annually for the subsidization of their out-of-pocket losses in these two services amounts which in recent years have run close to 80 per cent of the net income of the entire bituminous coal industry. Yet some feel that coal isn't doing right by the rails!

Coal's achievements set out above have not been without a price to itself. Bureau of Mines figures show prices at the mine declining since 1948 as a result of coal's effort to hold its markets; this despite steadily rising freight rates. With industrial production up some 12 per cent over 1948, some 80-90 million tons of coal have been squeezed out of competitive U. S. and Canadian markets (exclusive of the 50-55 million ton drop in rail coal).

In closing, I think it appropriate to refer to the London Economist of June 21, 1952, page 833, which, in a critical review of the British transport system's profits and operations for 1951, finds that that system is being compelled to carry "a growing amount of high cost traffic at subsidized rates, while a dwindling amount of low cost traffic pays more than its economic fare"; furthermore, "it has become increasingly clear that the root trouble of British transport is that its whole system of charges and fares is riddled with anomalies."

Drawing a parallel from the Economist's conclusions one might well suggest that until the facts are faced up to by the rails they hardly can expect wholehearted support for their proposals to tinker with the rate-making provisions of the Interstate Commerce Act. As far as coal traffic is concerned the carriers still exercise a monopoly.

FORD K. EDWARDS

NP Eases Material Handling Equipment Maintenance Job

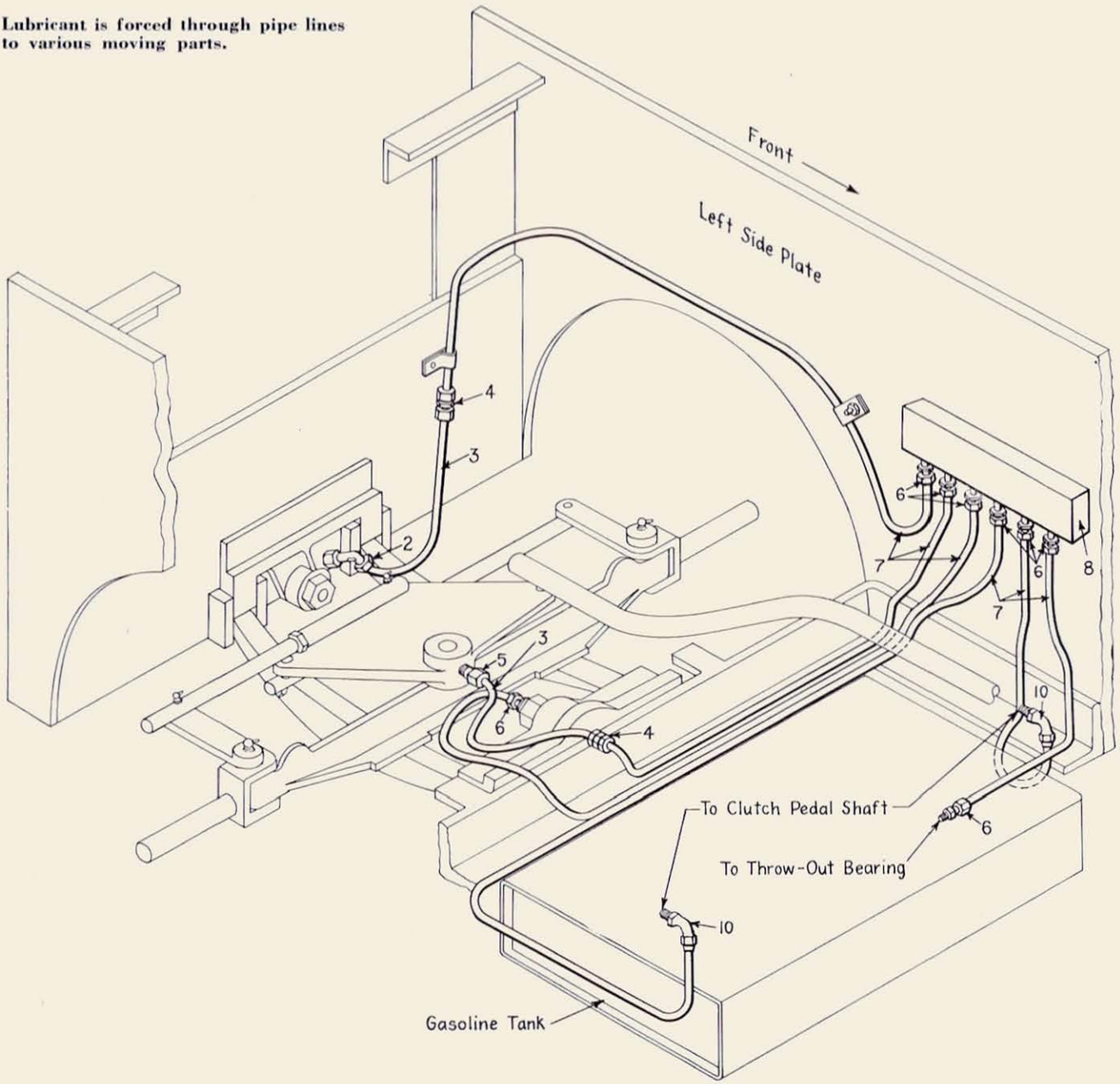
The station service department of the Northern Pacific, which operates many of its fork trucks on an "around the clock" basis, has devised some equipment maintenance aids which have:

- Reduced the time required in greasing fork trucks;
- Reduced wear on some moving parts by at least 60 per cent;
- Made it possible for maintainers to keep a more accurate record of the machine's service in terms of engine-hours.

The illustrations show what was done to simplify greasing hard-to-reach parts. Lubricating lines centering at a convenient junction block lead to the rear axle bearings, another to the clutch shaft bearing, one to the steering assembly, and one to the clutch throw-out bearing. The NP staff estimates that since it has been made easy to grease the steering assembly wear on the moving parts has been reduced about 60 per cent.

As machines are brought into the shops for overhaul, engine-hour meters are installed on the dashboards of the machine, with the glass covering of the meter protected by a metal lid. The engine-hour meter gives the mechanical department and maintainers data on the time engines have been in operation, so they can readily determine when the machine is due for overhaul, oil changes, or other service operations.

Lubricant is forced through pipe lines to various moving parts.



Side view shows panel of Zerk-type grease fittings.

Fram crankcase ventilator is visible here.

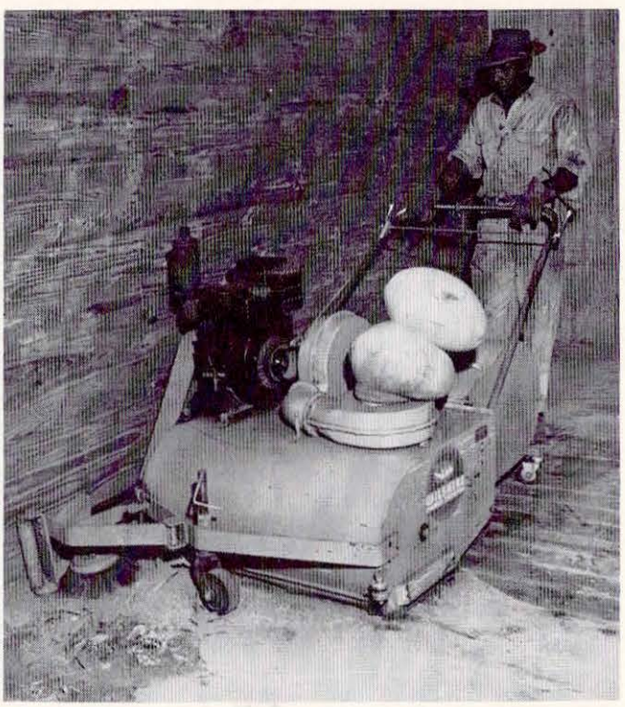
Also at overhauling time Fram crankcase ventilators are installed. These provide ventilation for the motors and a flow of clean air through the crankcase. Since these units have been in use the NP reports cleaner motors, reduced sludge and crankcase fumes.

The NP also has gone to the use of electric fuel pumps on its fork-truck equipment, in place of the mechanical pumps with which the trucks were equipped at time of purchase. The railroad reports less trouble in maintaining the electric pumps and says that when such a unit has to be exchanged the cost is very small.

The new system for greasing the fork trucks was devised by A. I. Anderson, superintendent of shops of the NP at Livingston, Mont.

Power Sweepers Help the SP to . . .

Clean Cars and Freight Stations



The Wilshire Power Sweeper has proved particularly useful on the Southern Pacific in cleaning outbound merchandise cars prior to loading. The small rotary brush on the left, in front of the machine, reaches up to the wall and into corners, throwing dirt into the path of the principal sweeping broom.

Improved cleaning at substantially reduced costs is the result secured by the Southern Pacific by using power sweepers to clean outbound merchandise cars and station platforms at its New Orleans, Houston and El Paso freighthouses. Prior to the use of the sweeper at Houston, for example, three men were required to clean outbound merchandise cars and 17,000 sq. ft. of floor space daily. The work is now handled by one man with a Wilshire Power Sweeper. Comparable savings have been effected at New Orleans and El Paso.

The use of power sweepers for cleaning merchandise cars was developed as a part of the Southern Pacific's program of modernizing and mechanizing its l.c.l. station facilities.

The power sweeper is also used to clean freighthouse platforms and warehouse floors.

Creed: "On a small road, you have to squeeze out every pound of freight the territory can produce"

President Ike Duffey of the 44-mile Central Indiana. He works long hours for his salary of $1 a year. Overall jacket is not an affectation; he works outdoors most of the time, and he usually wore one when he was partner with his brother in a $60 million-a-year meat packing business.

Ike Duffey—Shipper Turned Railroader

By WILLIAM H. SCHMIDT, JR.
Executive Editor, *Railway Age*

If anybody wants to duplicate the amazing status of Ike W. Duffey, president of the Central Indiana railway, he must:

(1) love railroading all his life;

(2) be unable to enter the business in his youth;

(3) run a local livestock-buying business into a $60 million-a-year meat-packing and sales organization of national scope, within a ten-year span;

(4) retire at 44, to enjoy the fruits of his labor;

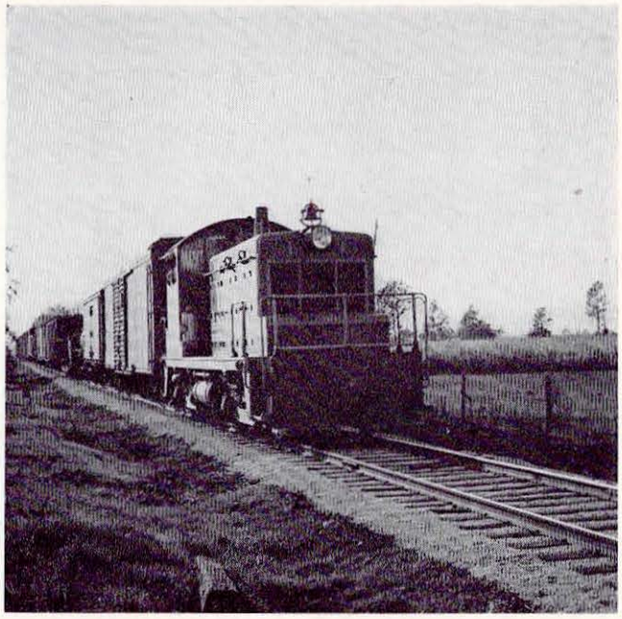
(5) grow bored rapidly;

(6) coax two major trunk line railroads into letting him run a short line they jointly own—for $1 a year salary.

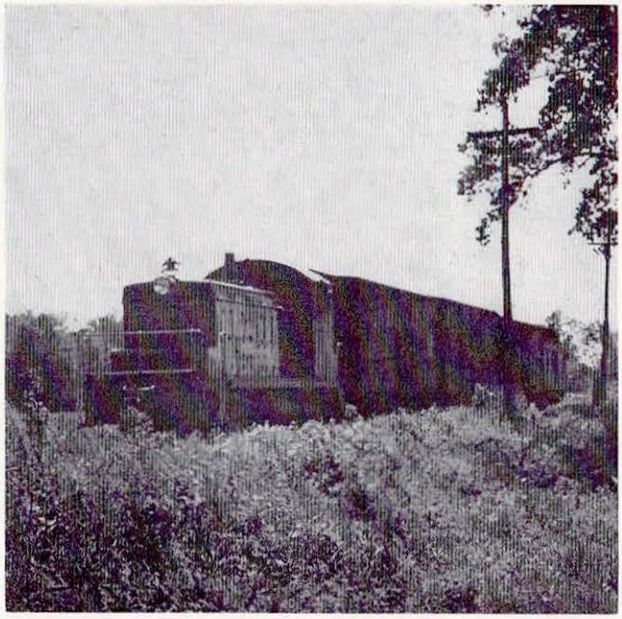
The effect of this unusual status is a happy one all around. Ike Duffey works contentedly—not to say, ecstatically—about 14 hours a day for his dollar a year; the owning trunk lines evidently do not now have to abandon their affiliate or to continue to suffer operating losses for the present; the territory is keeping its railroad; and the whole railroad industry is enjoying about 6,000 cars of interline freight a year originating or terminating locally on the Central Indiana, much of which probably would go by truck if the CI weren't functioning, and handling the business.

President Ike was an important shipper for at least 20 years; he and his brother John (who is vice-president of the CI, also at $1 a year) together built up their large meat business, but Ike handled the transportation end, for the most part. He knows what a shipper needs and wants. He is giving it to the people along the CI as best he can.

Ike's forte in private business was sales promotion. He can't afford the luxury of a forte in running the CI—he's president, general manager, chief engineer and mechanical officer all in one—but the fine old Irish hand which built patronage so fast in the packing industry is clearly at work on the railroad. He is squeezing out of the territory about every pound of freight it can produce: says "a small road has to get every car it can." Most of the increased business comes from (1) trucks, and (2) building up productive capacity of the territory.



Daily service on an improved railroad compares with . . .



. . . alternate-day service a year ago.

The Central Indiana is a 44-mile short line, extending east and west in a straight line between Anderson and Lebanon. Its checkered history goes back to 1871, under various titles and through innumerable reorganizations. Successive extensions produced a 127-mile line extending between Muncie on the east and the coal fields at Brazil on the west. In 1929 the terminals were cut back to Anderson and Advance, respectively, and, finally, in 1943, to Lebanon. Starting in the nineties the Pennsylvania and the Big Four (NYC) purchased substantial blocks of securities of the road.

Four Class I Connections

The CI interchanges business with the owning roads at Anderson and at Lebanon; with the Nickel Plate at Noblesville; and with the Monon at Westfield. Through routes and rates are applicable via all junctions. Nevertheless the road has no "overhead" business and has little prospect of developing it.

Serving an agricultural territory, the CI in the forties lost so much traffic to the trucks that bare-bones operation cost more than its revenues.

About this time, Ike Duffey was living the life of a retired gentleman and not liking it. After a lifetime of studying railroading as a devotee, he was not without a basic knowledge of the business. As an ex-shipper, he felt he knew what was needed to build back business for the short line. He says he went to the PRR and NYC and offered $1 million for the CI—somewhat more than the scrap value. The owners refused. Then he asked to be allowed to run the road, with a salary set at $1 a year, to make it legal. After they had time to get used to the bizarre idea, the owning roads said, in effect, "yes—on the condition you earn on the CI everything you spend on it."

On July 20, 1951, Ike Duffey—ex-packer, ex-owner of the "Anderson Packers," world champion basketball team, and salesman extraordinary—became the full-time, working president of the Central Indiana.

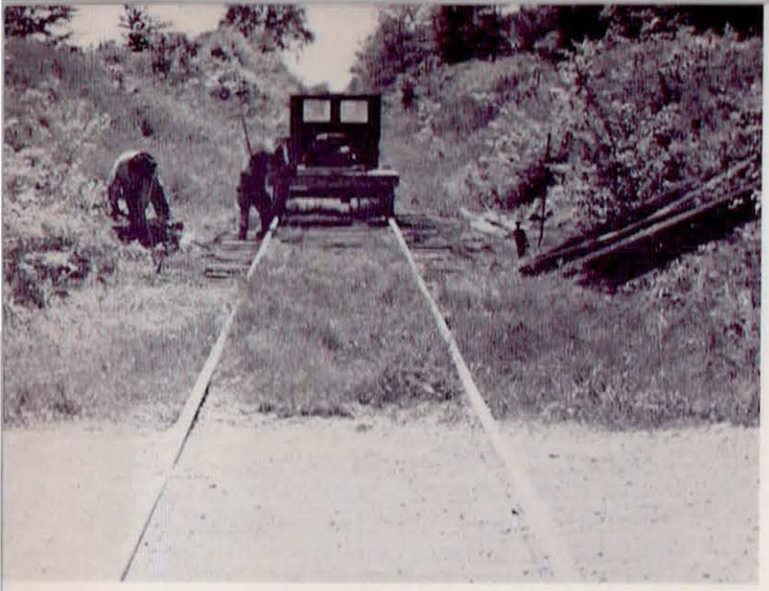
The result: In 1951, gross revenues of the CI jumped from $135 thousand to $231 thousand, or 71 per cent, compared with 1950. Expenses went up only 20 per cent. Net railway operating income was almost $9 thousand, compared with a deficit of $50 thousand in 1950. Only a minor part of the increase in revenues was the result of national rate increases. In the first six months of 1952, operating revenues of the road reached more than $130 thousand, up substantially compared with 1951. The first half of the year is always light for the CI. Wheat, soybeans and the heavy bottle movement come in the second half. President Duffey is predicting that his gross for the whole of 1952 will exceed $300 thousand.

With no overhead traffic to tap, increases of this magnitude had to come from greater local use of the railroad—traffic largely diverted from trucks. To get the business, Ike offered what he, as a shipper, used to want.

He started at once to improve the railroad further, so he could give more frequent service with the same men and power. As soon as possible he increased basic service from alternate-day to every day. He checked cut-off times at his junction points, and arranged with connections to help him give better overall transit time. He capitalized on the fact that the CI has only one engine—hence only one train on the road at a time—by allowing shippers and receivers to load and unload off the main track, where sidings were not available. (Every day the freight crew gets an order listing points where cars have been set out on the main track for loading or unloading.) The local utility used to have to truck its poles to its yard; now it pulls them off a car parked on the main track adjacent thereto and rolls them down the side of the railroad fill to final position. A contractor building a new school in Anderson is unloading about nine cars of material off the main line nearby. The small Gilkey Cement Company "ready-mix" plant at M.P. 18 gets in a car of ingredients every five weeks, delivered to the main track adjacent; it used to truck in everything, because it had no siding.

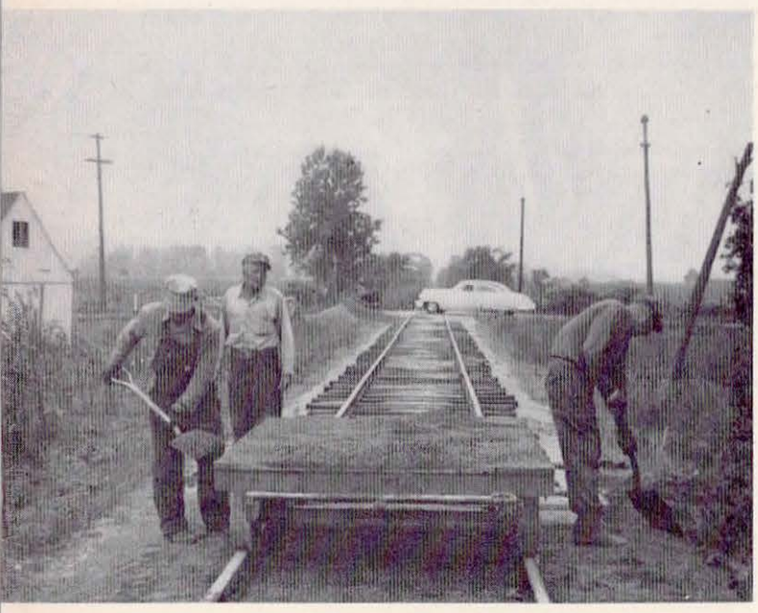
Ike personally traces and expedites interline shipments whenever necessary, and spends a large portion of his long working day on the phone with connecting roads. He knows the freight schedules of his connections so well that he can tell any shipper when his car is scheduled to reach destination.

For example: Brockway Glass Company, largest



Sectionmen tackle "holes" first . . .

. . . remove rotted ties like these . . .



. . . put good gravel under new ties.

shipper on the road, has sometimes to make emergency shipments to keep bottlers going. Ike was visiting the plant one day—he calls at least three times a week—and overheard the plant manager complaining that he couldn't get any trucking company to take two loads to a bottling establishment having a siding on the Nickel Plate at North East, Pa. He had to get next-day delivery.

Ike said, "I can get it there for you by tomorrow noon—by rail at a lower rate than you pay by truck."

The plant manager had never even *thought* about rail movement for any emergency shipment of this nature, but he finally assented. By 4:40 p.m. a box car was loaded with bottles for North East. The CI crew had been notified several stations distant to leave their train and move the car to Noblesville (10 miles), and the Nickel Plate had been telephoned to stop its next northbound manifest train and pick up from the CI. Some 428 miles and 17 hours later, the bottles were being unloaded in North East, having been set out by a Buffalo-bound manifest.

Service like this is why Brockway Glass is shipping out many bottle cars a month rail, instead of truck. When the company moved onto the CI at Lapel, two years ago, it estimated it would move inbound and outbound traffic 25 per cent by rail; 75 per cent truck. Instead it is currently moving its traffic 81 per cent rail.

Daily service, good car supply and personal attention are the reasons why Standard Elevator Company, largest elevator on the CI and second largest shipper, brings in all cement and fertilizer by rail. Standard's manager, William Clifford, says his business needs rail service badly for outbound grain; and he recalls that another elevator in the chain in northern Indiana lost rail service by abandonment. While it is "getting by" with its own fleet of trucks, it would rejoice to have the railroad back.

The cannery at Bloomer Switch formerly used the CI only to the extent of ordering in two cars of coal a year. Last year it shipped 26 carloads in and out—including coal, cans, materials and filled cans outbound. Among the services rendered by the carrier which produced this change in policy were a good car supply and some personal help from the CI president in finding a market for canned tomatoes.

Superiorities of Rails

Ike Duffey claims that, "most things being equal, shippers prefer rail service; some of them are even willing to pay a premium for it." In his goings-about thus far, in only one instance was the question of higher rates held up as a reason for not specifying rail movement. "I think the way to win freight is to give comparable—or better—service. There is no other way."

Shipment by rail has exclusive advantages—like ample loading and unloading time—which Ike "talks up" to the maximum. He has, for example, reawakened interest in the old-time prestige which used to attach to a firm which ordered in merchandise "by the carload." Henry J. Eavey, Inc., operates in Anderson one of the largest single retail grocery stores in the country (122 employees). In recent years, as most everywhere, Eavey's foodstuffs have come in by truck. Then Ike proposed that the firm order seasonal fruits by the carload, and advertise intensively in advance. The result was that Eavey ordered in seven cars of peaches and invited the public to inspect the fruit and buy it on the spot. In two days the peaches were gone. Now Eavey is talking about merchandising Maine potatoes in the same fashion.

Not content with getting every pound of potential

freight, the CI is, like the big roads, working hard at bringing in new sources of business. In the year and a half he has been running the road, Ike has personally talked or written to some 200 out-of-territory firms he thinks could profitably establish branch or major facilities along the CI. He says the hardest job is to convince them that location on a short line is a boon—not a handicap.

The biggest "catch" so far is a liquid fertilizer plant and gas pipeline terminal for the Indiana Farm Board Cooperative Association under construction, on a 120-acre site, at Jolietville, which Ike Duffey assembled and made available. The cooperative says it will eventually ship out 5,000 cars a year. Meanwhile it is making plans to move in almost all its building materials by the CI.

The railroad abandoned passenger service in 1952. "Fan" though he is, President Duffey harbors no delusions about a future in local passenger service. He does believe, however, that the railroads could cultivate a great, untapped public demand for special excursions by rail—with the right planning and publicity. To test his notion, he ran a special train from Anderson to Chicago, the occasion being a big league baseball game on Sunday, July 20. The train ran via Westfield and the Monon beyond. Fare was $12.50 a head—including box seats at the game, bus transfer between the depot and the ballpark, and 376 miles of railroad transportation in air-conditioned, modern coaches. Pay passengers totaled 488, and ticket sales had to be discontinued four days before July 20. Two dining cars loaned by the Wabash enjoyed receipts of $3,266 serving breakfast, lunch and dinner to the crowd. This patronage came from an area predominantly rural, and out of the habit of riding on trains. The town of Durbin, with an official population of 10, bought 22 tickets.

The ten coaches came from the Monon. The special left Anderson at 7 a.m. and was back from Chicago by 10:40 p.m. Not only was it the first passenger-carrying train to go over the road since 1922, but it was the first train *ever* on the CI to handle electrically lighted cars! Ike says everybody along the CI is asking when the next trip goes; they're ready any time.

Ike makes no claim that the Class I roads can do all the things he does to get traffic. Numerous restrictions, density of traffic and regulations are among the pressures which inhibit them. He believes simply that they ought to give the best service they can. He will defer to no one in his admiration for officers of the trunk lines.

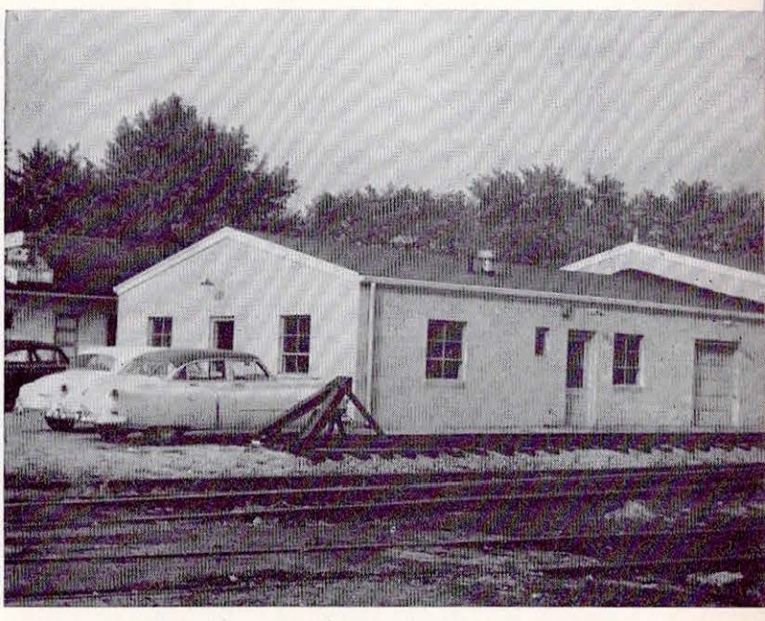
When he took over in July 1951, the owner roads had already provided the line with a new 600-hp. Electro-Motive diesel road-switcher, to replace aged steam power. But the ties, roadbed and rails needed more attention before the diesel could be used to best advantage. Some bad spots necessitated greatly reduced speeds. Crews found that, in addition to doing all the switching, it took them so long just to *move* over the railroad that overtime was normal and it was impossible to perform a round trip daily. Hence, with but one engine, daily service was impossible.

One of Ike's talking points to his shippers is that he must pay for rehabilitating the CI out of earnings and that they must provide him with the money if they are to have a railroad which is physically able to provide good service. He tells them: "A tie costs $6 installed under the rails. Give us a car of freight and you get six new ties installed."

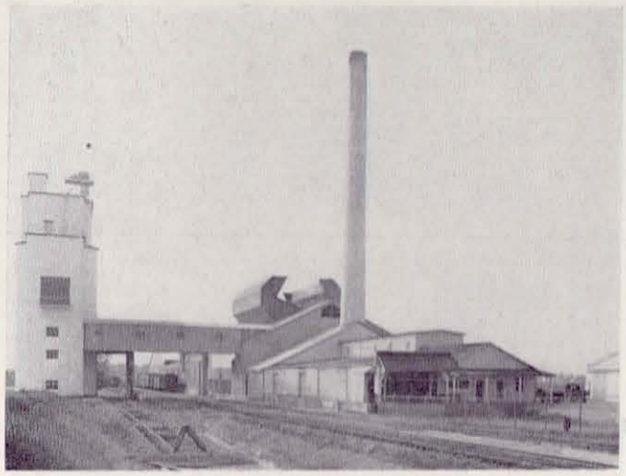
Rather than spruce up the railroad generally, Ike decided to give priority to "the holes"—the bad spots where trains had to run at low speed—to "fix them right so we don't have to come back every year."

Removal of old headquarters made space available . . .

. . . for parking lot which helped pay for . . .



. . . new $30,000 offices, freighthouse and house track.



New bottle plant anticipated truck shipments would be 75 per cent of total—rail the rest. CI sales and service have more than reversed the ratio.

Rosston was undergoing "the treatment" in September when a *Railway Age* reporter visited the CI. On less than one-eighth mile of railroad, in ordinary flat country, Ike was spending $1,800. Every tie was removed; sod painfully dug out and piled along the right of way; surface-bent rail renewed; processed stone road gravel trucked in; new treated ties installed and plated; bolts tightened; and track structure given a healthy raise.

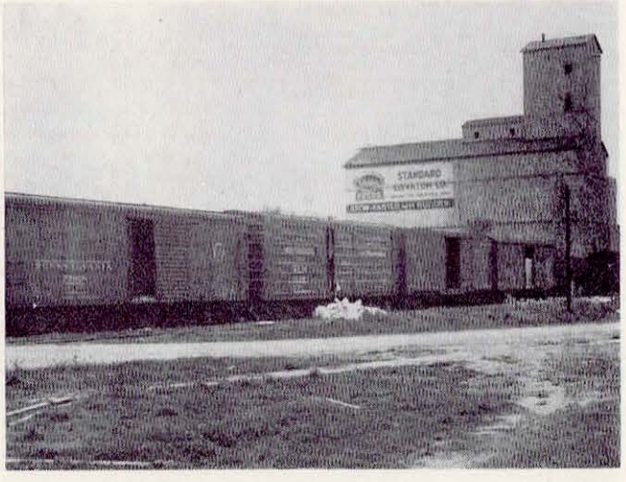
Second priority was given to getting rid of weeds and brush. With a home-made spraying machine and experimental use of a wide range of chemical killers, the road finally has the problem under control. Ike has spent thus far $8,000, for operating expenses alone, in weed control.

Rehabilitation has already borne practical fruit. Actual running time over the road (exclusive of switching) has been reduced from 4½ to 3 hours. Overtime of crews has been cut to the extent that two crews make a round trip in one day. Faster switching will also eventually accrue.

"When this phase of the job is completed," Ike asserts, "the next step will be to move out from the ends of the ties and build up ballast shoulders, ditch the roadbed and complete the job of killing brush." He is also looking toward radio communication between stations and trains.

Until the time of perfection is reached, Ike will continue to carry out his program of walking every foot of the CI at least three times a year, and Mrs. Duffey will resign herself to the fact that, on a Sunday afternoon drive, the big grey Cadillac is bound to gravitate to the railroad.

Bert Stark, oldest locomotive engineer on the CI, with 49 years service, thinks Ike (Duffey, that is) "ought to be in Washington—good at straightening things out." Engineer Victor Graham, with 40 years' seniority, says that nobody ought to be mistaken about Ike just because he railroads for the love of it—"they don't come any shrewder."



Standard Elevator, largest on CI, is enthusiastic Duffey booster. Switched inbound cement and fertilizer to rail. Manager gave "birthday" cake to Ike on occasion of first anniversary as CI prexy. It is from elevators like this that the railroad moves out its largest single commodity—soybeans. Some 500 carloads originate on line during the five-to-six week shipping season around October.

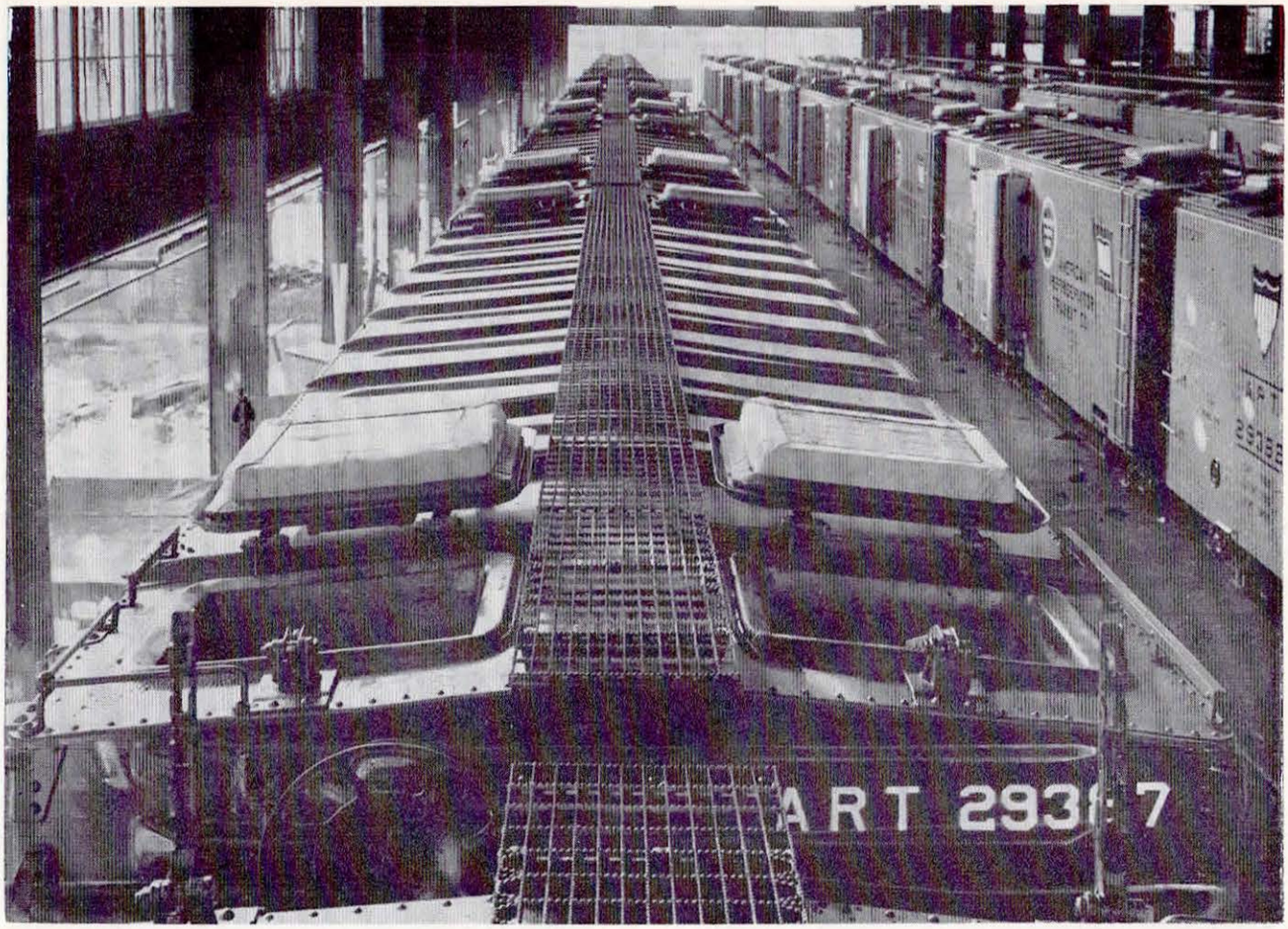
Steam Switcher Converted to Diesel

Use of converted diesel switcher at Lehigh stone quarry, Kankakee, Ill.

Four wheels and the frame of an obsolete 1923 steam switcher have been used in conjunction with an International UD-24 diesel power plant to make a company-designed and constructed diesel switcher now operating at the Lehigh Stone Company quarry, Kankakee, Ill. The total cost of the unit, which has 16,000-lb. drawbar pull at 1,300 r.p.m. engine speed, was $16,000, approximately half that of a new steam switcher of equivalent capacity.

In converting the old machine, the UD-24 diesel engine was mounted on the front portion of the frame. Power to drive the wheels is provided through a Twin-Disc torque converter to a Davenport-Besler transmission reduction gear. The air supply is furnished by a Quincy 34-cu. ft.-per-min. compressor mounted on the left side of the locomotive and powered from the front pulleys of the diesel engine. The operator sits on the right side of the cab which is at the rear of the power unit.

Pulling 10 cars totaling 150 tons (75 tons of stone plus 75 tons of dead weight) it takes the locomotive 26 min. to make the 1¾-mile round trip between quarry and crusher. Most of this time is spent in loading the cars. The locomotive has no trouble pulling loaded cars up the 2½-per cent grade running from quarry floor to the crusher level. Since initial tests are reported to show a cost of only $3.00 an hour to operate the diesel against $10.00 an hour for steam, two more units are being converted to go in service this fall.



A group of finished cars at Mt. Vernon shops.

From Pressed Steel Car . . .

ART Gets 500 New Reefers

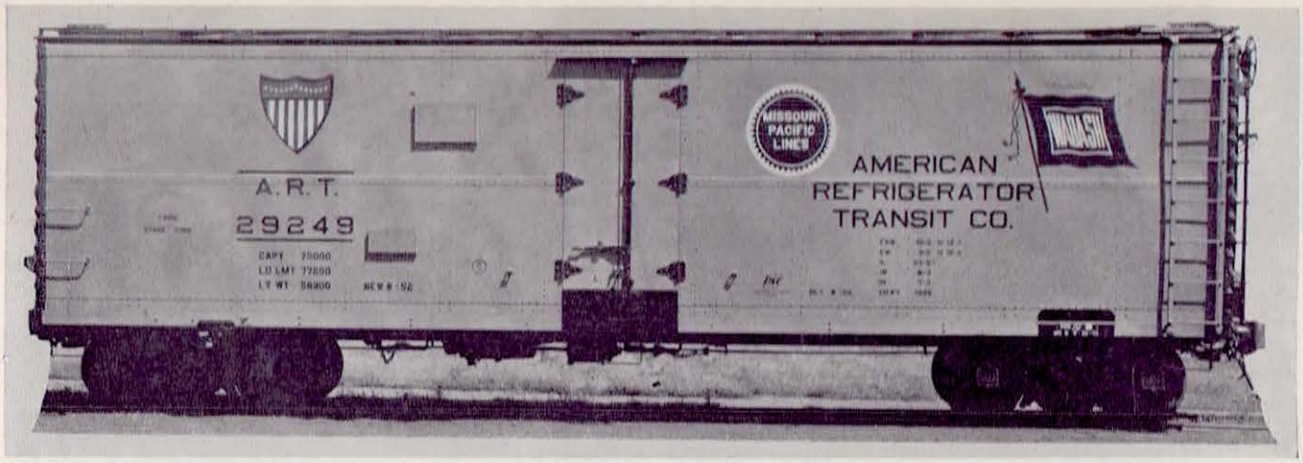
Efficiency of insulation and structural strength given special attention

The American Refrigerator Transit Company has recently placed in service 500 refrigerator cars, built at the Mt. Vernon, Ill., plant of the Pressed Steel Car Company, to a design checked and approved by the mechanical departments of the Missouri Pacific and the Wabash. These 40-ton general-purpose cars, intended primarily for fruit and vegetable loading in ART territories, conform to all basic requirements of the Association of American Railroads and have been given extra strength at a number of points as shown by experience to be necessary. They are being used to replace older equipment in the present fleet of ART cars, thus reducing average car age with favorable effects both in improved service and reduced maintenance cost.

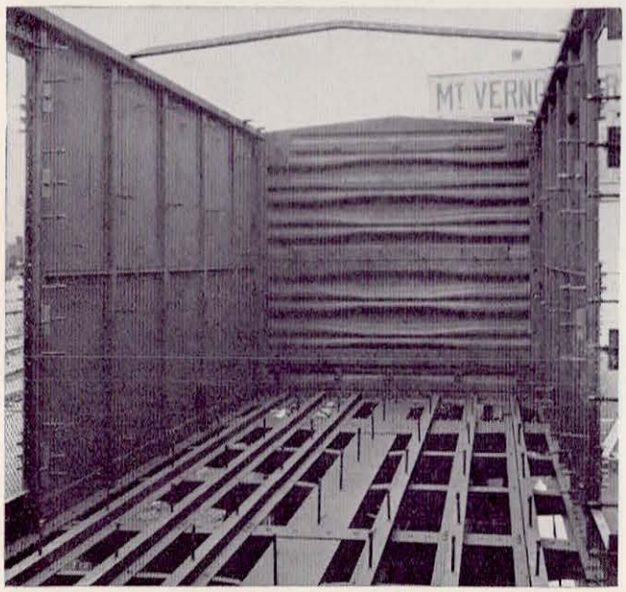
The cars are 42 ft. long over striking castings and have the following specifications: 4-ft. clear door openings; cubic capacity between bulkhead aprons above floor racks, 1,987.5 cu. ft.; capacity (chunk ice) of both ice tanks, 10,000 lb.; capacity for stage icing, 5,000 lb.; lightweight, 58,700 lb.; normal capacity 75,000 lb.; load limit 77,300 lb.

The cars are equipped with A-3 Ride-Control trucks; one-wear steel wheels from four manufacturers; Unit-type brake beams; Standard car roofs, ends and hatches; Equipco steel floors, ice bunkers and hatch closures; Preco overhead electric air-circulating fans; Westinghouse AB brakes; Universal handbrakes; Apex metal running boards and brake steps, and other specialties as shown in the table.

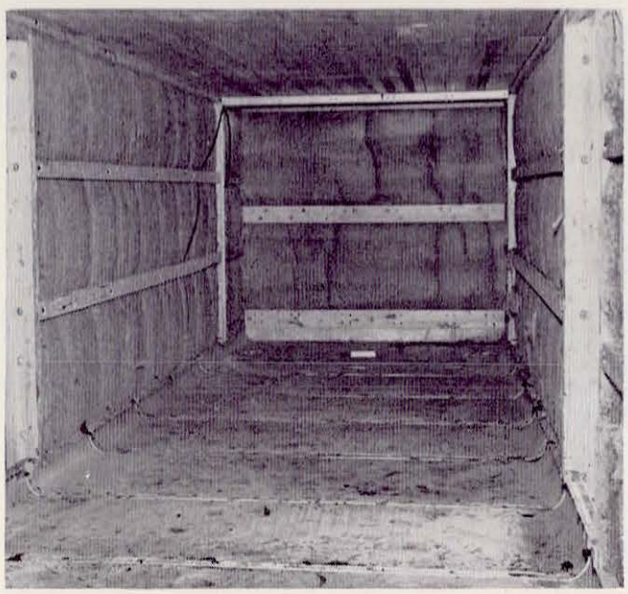
Among other features in design are the two-piece horizontal side sheets, with the upper lapping the lower, which are securely riveted in place and form a watertight construction with fewer joints than when exterior side sheets are applied in vertical strips with numerous vertical joints. Continuous reinforced side sill channels are a new ART construction. Nelson studs of special design, electrically welded directly to the steel car frame, support the subsills and belt rails and enable insulation



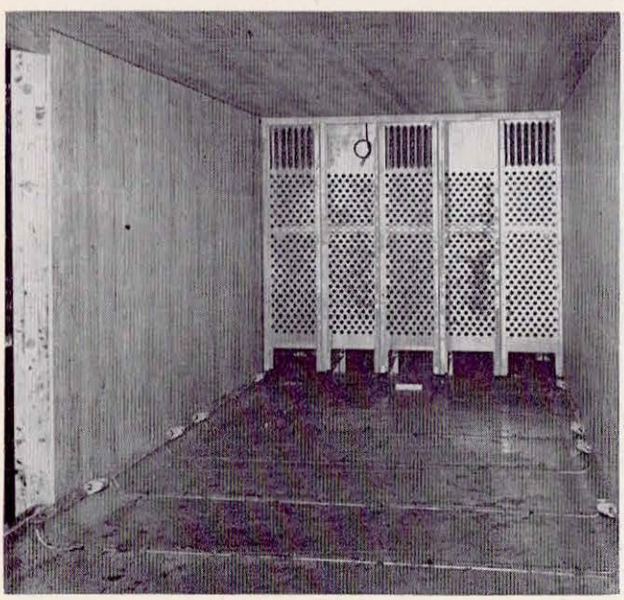
The 40-ton refrigerator cars built by the Pressed Steel Car Company. Side sheets are in horizontal panels.



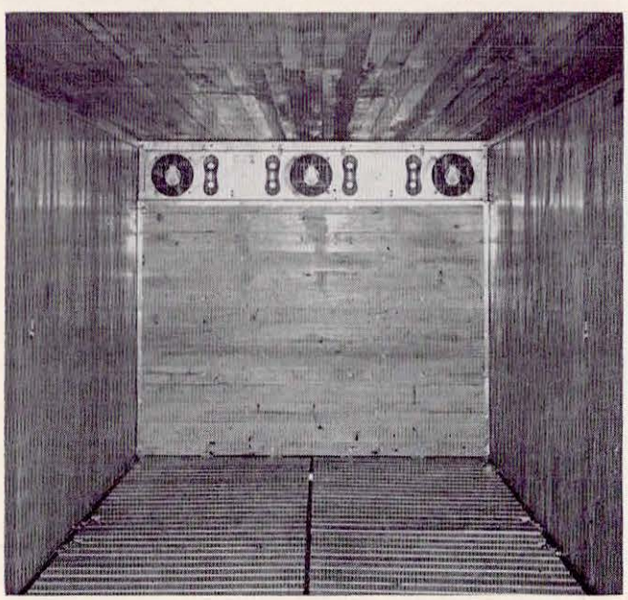
Nelson studs spot-welded to car frame to hold insulation, floor stringers, belt rails, etc., in place.



Application of side and end insulation, copper-bearing galvanized steel floor.



One of the Equipco ice bunkers in place in the car; they extend across the car's full width.



The finished car interior includes wood floor racks and Preco electric fans at the top of each bulkhead.

PARTIAL LIST OF MATERIALS AND EQUIPMENT ON 500 ART REFRIGERATOR CARS

A-3 trucks	American Steel Foundries, Chicago
Truck side frames	(250) American Steel Foundries, Chicago (250) Scullin Steel Co., St. Louis
One-wear steel wheels	(125) Armco Steel Corp., Middletown, Ohio (125) Bethlehem Steel Co., Bethlehem, Pa. (125) Standard Steel Works Div. of Baldwin-Lima-Hamilton Corp., Burnham, Pa. (125) United States Steel Co., Pittsburgh
Springs	(250) American Locomotive Co., Railway Steel Spring Div., New York (250) Union Spring & Manufacturing Co., New Kensington, Pa.
Side bearings	A. Stucki Co., Pittsburgh, Pa.
Journal bearings	(250) Magnus Metal Corp., Chicago (250) National Bearing Div., American Brake Shoe Co., St. Louis
AB brakes	Westinghouse Air Brake Co., Wilmerding, Pa.
Angle-cock holders	Railway Devices Co., St. Louis
Unit brake beams	Buffalo Brake Beam Co., New York
Hand brakes, non-spin; brake regulator, rotary-type	Universal Railway Devices Co., Chicago
Couplers	(167) American Steel Foundries, Chicago (166) McConway & Torley Corp., Chicago (167) National Malleable & Steel Castings Co., Cleveland.
Draft gears	(250) Cardwell-Westinghouse Co., Chicago (250) W. H. Miner, Inc., Chicago
Draft-gear attachment; journal-box lids	Symington-Gould Corp., Depew, N. Y.
Striking castings, brake shoes	Standard Brake Shoe & Foundry Co., Pine Bluff, Ark.
Dust guards	Ajax-Consolidated Co., Chicago
Packing retainers	Modern Railway Devices, Inc., Chicago
Centering device; uncoupling device	Standard Railway Equipment Manufacturing Co., Chicago
Bottom rods, brake levers	Schaefer Equipment Co., Pittsburgh
Body center plates	Clifford-Jacobs Forging Co., Champaign, Ill.
Steel roofs, ends, side plates	Standard Railway Equipment Manufacturing Co., Chicago
Steel floor, end reinforcing beam	Equipment Specialties Div., Union Asbestos & Rubber Co., Chicago
Running boards, defect card holders, end brake steps	Apex Railway Products Co., Chicago
Floor rack holders, branch-pipe tee anchor, pipe clamps	Illinois Railway Equipment Co., Chicago
Insulation—Sides and ends: Alfol reflective paper	Universal Fabricated Products Co., Chicago
Board form	(250) Celotex Corp., Chicago (250) Insulite Div., Minnesota & Ontario Paper Co., Minneapolis, Minn.
Glass fiber	Gustin-Bacon Manufacturing Co., Kansas City
Insulation—Floors: Hairinsul—(floors)	(400) American Hair & Felt Co., Chicago
Naturezone (floors)	(100) Wilson & Co., Chicago
Insulation — Roof (mineral fiber)	Johns-Manville Co., New York
Asphalt cement, Mulehide insulation	Lehon Co., Chicago
Sealing compounds	Presstite Engineering Co., St. Louis
Lock nuts	Grip Nut Co., Chicago
Watertight bolts, washers, nuts	MacLean-Fogg Lock Nut Co., Chicago
Welded studs	Nelson Stud Welding Div., Morton-Gregory Corp., Lorain, Ohio
Door locking devices	W. H. Miner, Inc., Chicago
Drain traps, spouts, floor-rack hinges, hatch closures, ice bunkers	Equipment Specialties Div., Union Asbestos & Rubber Co., Chicago
Fans, overhead electric	Preco, Inc., Los Angeles
Hatches and fixtures	Standard Railway Equipment Manufacturing Co., Chicago
Ice bunker screens	United States Gypsum Co., Chicago

to be installed and held firmly in place with practically no compression.

In general, the insulation includes reflective type in the sides, ends, and roofs, plus board form, plus 4½ in. of fiber insulation in roofs and floors and 4 in. in side and end walls.

Cars Made Stronger

The connecting channel at bolster and connecting bulb angles at cross bearers and cross ties, as used in A.A.R. design, have been replaced with a 6-in., 15-lb. channel, extending from end sill to end sill. This revision gives greater strength for the 6-in. by 3½-in. side sill angles throughout the entire length of the car.

The body bolsters also have been made stronger than usual. While the bolster webs are 5/16 in. thick, as shown on A.A.R. plates, the bolster top cover plates are increased from 24 in. to 30 in. by 7/16 in., and the bolster bottom covers are increased from 21 in. to 24 in. by 7/16 in.

The floor stringers comprise three 3-in., 6.7-lb. Z-bars on each side of the center sill and are continuous from end sill to end sill instead of between bolsters. This is possible since they are raised high enough to go over the top of the bolster cover, thus making the tops of cross bearers straight and stronger instead of being depressed for the depth of the stringers as in the usual standard construction.

The crossbearer webs, top and bottom cover plates and the cross ties utilize the same thickness and width of materials as specified in A.A.R. design. The above changes, however, are said to increase the strength of the underframe materially and strengthen three important parts, namely, side sills, floor stringers and bolsters.

Thorough Insulation

The side and end-wall insulation includes: One course of Alfol reflective paper applied with reflective surface towards the outside; one layer of 5/16-in. insulation board; two layers of 2-in. Ultralite blanket-form insulation secured in place by yellow pine belt rails and special ⅝-in. Nelson studs and washers; one layer of 90-lb. Mulehide waterproof paper over the entire surface, this paper in turn being covered by 3¼-in wide tongue-and-groove yellow pine inside lining.

Floor insulation in 400 of the cars includes: one course of 2-in. Streamlite Hairinsul encased in Sisalkraft paper and laid crosswise of the car on the plywood subfloor; another layer of the same material 2½ in. thick, applied in one piece longitudinally of the car just under the 12-gage galvanized copper-bearing steel main floor. The only change in floor insulation of the other 100 cars is use of 4½ in. of Naturezone in block form instead of Hairinsul. This block form insulation is applied longitudinally and horizontally between stringers and extends the full length of the car in two layers.

The roof construction consists of one layer of ½-in. board form insulation laid on top of the wood carlines; one 2-in. and one 2½-in. course of Mineral Fibre blanket-form insulation; one layer of Alfol paper with the reflective surface facing upward to the metal roof. Against the lower side of the wood carlines, one layer of 90-lb. Mulehide waterproof paper is applied and covered by a course of 3¼-in. wide tongue-and-groove yellow pine which forms the ceiling of the car.

Floor racks are of the usual herringbone design made in eight main and two door sections, the main sections being connected to the car sides with Equipco hinges and provided with Azee floor rack holders made by the Illinois Railway Equipment Company. The ice bunkers are constructed with Equipco all-metal bulkheads and grates, suspended-type ice bunkers extending the full width of the car and having louvers and grates arranged for stage icing when desired.

Air-circulating fans are of the new Preco electric type with three fan units mounted in a panel in the upper bulkhead opening at each end of the car and driven by a single alternator directly connected through a shock-absorbing coupling to the small drive wheel which bears on one of the truck wheels. For simplicity and ruggedness coupled with minimum maintenance, this equipment utilizes a permanent-magnet, low-voltage, 3-phase electric system without commutators, slip rings, brushes or batteries, the frequency and voltage of the system varying in proportion to car speed. Warm air is drawn in at the bottom of the ice bunkers, cooled and discharged over the top of the load throughout the car, then settling to the bottom and tending to produce positive, reliable and relatively uniform cooling.

"We happened," says Mr. Tigrett, "to be the first major railroad to become completely dieselized. Necessity forced the purchase of additional locomotives, and fortunately we chose diesels. The results have been highly satisfactory. In 1951, for instance, diesels enabled us to handle almost as many ton-miles as we did in the peak year of 1945, with only a little over half as many freight train-miles."

I. B. Tigrett Becomes Corporate Chairman of the GM&O

America's senior railroad president succeeded in that post by his long-time "chief assistant"—Frank M. Hicks

Isaac Burton Tigrett, who entered railroading as a president in 1912 and who has remained one ever since, has now been elected chairman of the corporation of the Gulf, Mobile & Ohio—a newly created senior executive office.

Succeeding to the office of president is Frank M. Hicks, a man Mr. Tigrett hired "reluctantly" for a station agent's job in 1912 but whom he soon came to term "my chief assistant." Mr. Hicks has served as executive vice-president of the GM&O since 1934. Glen P. Brock, who also entered railroad service in 1912 (though he did not join the predecessor Gulf, Mobile & Northern until ten years later), has been named executive vice-president and general manager. A. C. Goodyear, chairman of the board of directors, has been elected chairman of the road's executive committee. These changes were reported briefly in *Railway Age* November 17, page 13.

The GM&O is the nation's newest major railroad system. Its 3,000 miles of line today link Great Lakes and Gulf and traverse the states of Illinois, Missouri, Kentucky, Tennessee and Mississippi. They reach out to serve key ports of both Alabama and Louisiana. The growth and development of this system was completed in its present form in 1947. It began with a highly unlikely seedling—the projection of a 49-mile road from Dyersburg, Tenn., to Jackson in 1911. It came about, to use Mr. Tigrett's own words, "not by any long-range planning, but rather the result of the necessity for meeting a succession of almost daily crises with the only obvious solution—expand or expire."

Banking, not railroading, was Mr. Tigrett's intended career when he received his bachelor of arts degree from

MR. TIGRETT. "The growth of the GM&O in the past 35 years has been motivated not by any long-range planning or foresight. It is, rather, the result of the necessity for meeting a succession of almost daily crises with the only obvious solution—expand or expire."

Union University in 1898. In 1899, at the age of 20, he joined the Bank of Halls, Tenn., as cashier. Three years later he became cashier of the Union Bank & Trust Co. of Jackson (Tenn.) and shortly thereafter, president of the Mercantile Union Trust Company, also of Jackson. That he was active in Tennessee banking circles is evidenced by the fact that he was elected president of the Tennessee Bankers Association. It was through banking work that he became involved in the financing of the projected Birmingham & Northwestern. When the original promoter of the road withdrew (again to use Mr. Tigrett's own words), ". . . the B&NW found itself with a number of unwilling stockholders and with myself as a rather willing president. I had the good judgment to know that a money lender and a money borrower could not be the same person, and I retired from commercial banking."

One of his first acts as president of the barely completed B&NW was to hire Frank M. Hicks, whom he had known through his banking activities, as agent at the small community of Crockett Mills. "I did it reluctantly," he told a *Railway Age* reporter, "because I didn't think he would stick it out more than half a day." But he did. And the two kept the tiny railroad alive.

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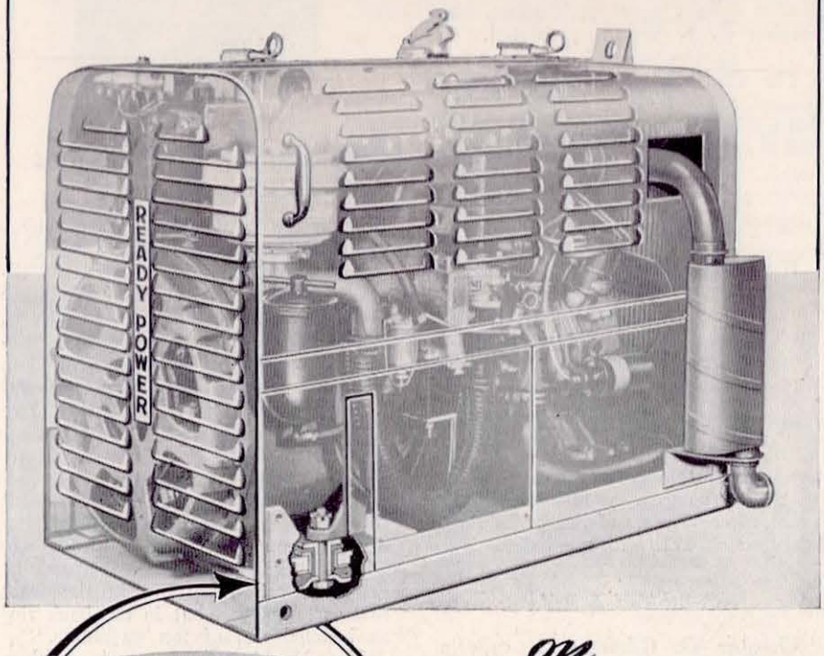
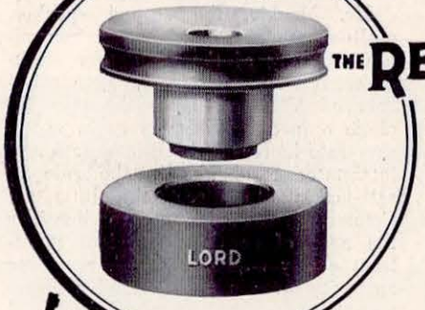
LORD MOUNTINGS
SERVE DUAL PURPOSE



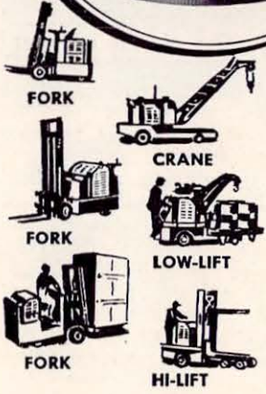
on

THE READY-POWER CO.

"Live Power Units"



LORD Shock Mountings accomplish two vital objectives in the delivery of "Live Power" generated as needed directly on the truck chassis of industrial fork trucks, tractors, cranes and locomotives by Ready Power Units.



1. The upper Lord Mounting J-4497-2 absorbs the unusually high "g" shock loads encountered in industrial lift truck service . . . At the same time it is rigid enough to prevent excessive engine motion due to these destructive shock loads.

2. The lower member J-4591-1 is a rebound snubbing washer thicker than the sandwich section of the upper member J-4497-2. Precompression thus allows variable bracket thickness of plus or minus 1/16 inch. Thus the Lord Mountings serve the dual purpose of minimizing the vibration and the multiple shocks to which Ready-Power units are subjected in powering the heavy tools of industry. You can profit by Lord experience in the control of vibration and shock. Write or call . . .

BURBANK, CALIFORNIA 233 South Third Street
DALLAS, TEXAS 413 Fidelity Union Life Building
PHILADELPHIA 7, PENNSYLVANIA 725 Widener Building
DAYTON 2, OHIO 238 Lafayette Street
DETROIT 2, MICHIGAN 7310 Woodward Ave.
NEW YORK 16, NEW YORK 280 Madison Avenue
CHICAGO 11, ILLINOIS 520 N. Michigan Ave.
ERIE, PENNSYLVANIA 1635 West 12th Street

LORD MANUFACTURING COMPANY • ERIE, PA.

LORD BONDED RUBBER

Headquarters for
VIBRATION CONTROL

with a starting date contingent on board approval. Basis for the new services is an interchange of aircraft to provide single-plane service for passengers, mail, express and freight between Seattle, Portland, Wichita, Oklahoma City, Dallas and Houston.

Under the agreements, crews of each line will fly the planes on their own route segments. The interchange point will be Denver. According to spokesmen, the proposed service "recognizes the accelerated industrial development of both the Northwest and the Southwest and the resultant need for expanded travel and shipping facilities between the two."

Commodity Lists Set Up For Trucker Certificates

The Interstate Commerce Commission has established commodity lists under class or generic headings and commodity descriptions to be used by truckers in filing applications for certificates of public convenience and necessity and by the commission in describing the commodity scope of such certificates.

The proceeding was docketed as Ex Parte No. MC-45, and the commission's report was by Commissioner Cross. Commissioner Lee filed a dissenting expression, and the dissent of Commissioner Patterson was noted. Commissioner Mahaffie did not participate.

The report made it plain that the lists would apply only in connection with future certificates. "Present certificates cannot be changed, modified, or revised except as provided in the act," it said.

Nurse's Room Planned In Santa Fe Dome Cars

The eight full-length dome-lounge cars ordered by the Santa Fe from the Budd Company (*Railway Age*, September 29) will be assigned to the road's all-coach Chicago-Los Angeles streamliner "El Capitan," and to the "Kansas Cityan" and the "Chicagoan," which provide daily service between Chicago and Kansas City. Beneath the dome will be a nurse's room—completely equipped for minor ailments and to store and heat children's food—and a 28-seat cocktail lounge decorated with Indian symbols. Equipment usually suspended underneath the car will be housed in two special rooms located beneath the dome in the area over the trucks.

Each of the cars will weigh 207,000 lb. when fully loaded and for this reason they will ride on six-wheel trucks. In the full-length dome, there will be 57 chair car seats, plus an 18-seat refreshment lounge. Tinted Solex glass, which filters the sun's heat, will be used in the double-glazed dome windows. "Solar Control," developed by the Budd Company, will regulate the volume of conditioned air circulated in direct relation to the amount of sun-

MR. TIGRETT. "The growth of the GM&O in the past 35 years has been motivated not by any long-range planning or foresight. It is, rather, the result of the necessity for meeting a succession of almost daily crises with the only obvious solution—expand or expire."

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Investment Companies Think Better of Railroad Stocks

By HENRY ANSBACHER LONG

Investment company managers in general have been taking a more friendly view toward the equities of railroads since the analysis of their position in these pages two years ago (*Railway Age*, December 23, 1950, page 22) and apparently their attitude will not be affected by the impending change of administration in Washington. Of course, the carriers will lose a comparatively favored position with the investor if the excess profits levy should terminate on June 30 next year, but other long-range factors will tend to keep them in the forefront of management selection.

A query directed two days after the election to principal trust management executives, many of whom are among the heaviest investors in the carrier equities, as to whether any change in general investment policy was contemplated over the next several months elicited replies such as these: From William A. Parker, president of Incorporated Investors (with 19.2 per cent of its assets in rail stocks), "We expect no change in policy on account of the new administration for the present"; from Emerson W. Axe, president of Republic Investors, Axe-Houghton Fund "A" and Axe-Houghton Fund "B" (three of the heaviest investors percentage-wise in the carrier equities), "It does not seem to us that the election calls for any radical change in policy; . . . from a long-range standpoint the election is undoubtedly a favorable development but the policies of the new administration can hardly be appraised accurately at this time"; from D. Moreau Barringer, chairman of the board and secretary of Delaware Fund (over 10 per cent of its holdings in rail common and preferred stocks), "The results of the election will not make any profound changes in our policy"; and from Edward C. Johnson, 2d, president of Fidelity Fund (another leading rail investor), "I don't think we plan any particular shifts as a direct result of a change in administration."

To get a more detailed appraisal of what a few managements specifically think of the rail picture over the next year and longer term, as a result of the change in administration, we asked the top-flight research men of two management groups which have had heavy commitments in rails and rail specialty funds at one time or another, for an expression of opinion. While agreement is apparent on the longer range better climate for the carriers, there is a divergence of conclusion on prospects for the next twelve months.

John A. Munro, vice-president and director of management and research of the National Securities & Research Corp., on the more optimistic side, expects increased railroad operating revenues for 1953 to exceed $11 billion, while Harold X. Schreder, occupying the same position with Distributors Group, sees a decline in next year's gross revenues to $10 billion.

Mr. Munro states: "For 1952, net income is expected to be about $730-750 million. The outlook for 1953 appears good for net income. First, business is projected at high levels as measured by the Federal Reserve Board index of industrial production and gross national product. Second, with this background we feel that railroad operating revenues will establish a new peak of something over $11 billion. With the full benefits of rate increases and equipment, net income should at least equal the 1952 level. Third, further progress in reducing operating costs by management is in prospect."

In explaining his contrasting outlook for 1953, Mr. Schreder points out that during the last several years "a certain degree of excessive stimulation in the 'heavy goods' industries appears to have taken place. With the railroads' fortunes closely allied to the heavy goods industries, of course, the overall result has been beneficial to the railroads, especially during the past year or so. But 1953 would appear to mark the beginning of some readjustment of the previous excessive stimulation in the capital goods industries. Thus, some decline in railroad operations appears inevitable for 1953.

"Specifically, we expect that the railroads' gross revenues—which should run around $10.6 billion this year—will probably decline about 5 per cent, or to about $10 billion in 1953. While a great deal of cost-control efficiency has been exhibited by the railroads, the usual leverage action will still apply to this decline in gross

The author is a recognized independent authority on American investment companies. His articles on various aspects of these institutions appear frequently in financial publications.

revenues, so it would appear at this time that net earnings for the railroads might decline from 10 to 15 per cent. In other words, the net income of around $775 million expected for the nation's railroads this year may be in the neighborhood of $675 to $700 million next year.

"Fortunately, what would appear to be an inevitable downward adjustment in the railroads' revenues next year should be held within the limits I have mentioned because of the more favorable business climate of a Republican administration."

Friendly Climate

There is no evidence yet observable that cautious attitudes such as those expressed by Mr. Schreder are likely to change the basically more optimistic view maintained over the last several years by investment companies toward the carrier issues. Indicative of this friendly climate is the almost $100 million addition to the $120 million in rail commons and preferreds held in trust portfolios two years ago, i.e., in September 1950. Percentagewise, as a portion of total closed and open-end investment company assets, now totaling $4.6 billion, this increase admittedly is not startling, but as representing about 4½ per cent of this amount it is a healthier chunk of fund money than the 3.8 per cent of the total of $3 billion invested in the trusts two years ago. Of course, some of this almost doubling in value of carrier holdings resulted from the increase in the market price of most railroad shares during the two years. It was far from uniform. Among the biggest holdings of equities in portfolios, appreciation varied from 50 per cent in the price of Rock Island to 30 per cent in Southern Pacific and 12 per cent in Union Pacific.

Rock Island was a consistent favorite among the purchases, but recently has been meeting with some profit-taking. Southern Pacific, however, was the leading favorite during the earlier quarters, while Santa Fe managed to attract buying, along with Illinois Central, intermittently during the entire two-year period.

There was a certain amount of shifting of interest in individual fund portfolios. Incorporated Investors replaced the Income Fund of National Securities as having the greatest percentage of its net assets invested in railroad issues. Dollar volume of this investment totaled $23 million, but was exceeded by Massachusetts Investors Trust which upped a railroad investment two years earlier of 4.7 per cent to its current position of 6.9 per cent of assets, or $32½ million at present prices. This firm has $10 million invested in Santa Fe and $7½ million in Southern Pacific.

Southern Pacific was the most popular issue at the end of September, with 36 companies holding a total of 507,900 shares in their portfolios. This represented almost 6 per cent of the outstanding shares in contrast with slightly over 5 per cent two years earlier. Current market value of this stock was $21⅓ million, just about the same as the stock of investment firms in Santa Fe, which also retained its earlier status as one of the top trust favorites; 32 companies included its stock among their holdings. This also reflected a substantial increase over the 24-month interval, representing 4.7 per cent of the outstanding issue in contrast with 3.7 per cent in September 1950. The one carrier to experience a noticeable decrease in trust management acceptance was Great Northern. Although in 1950, 32 funds included it in their portfolios (the same number as held Santa Fe at that time), now only 19 hold it, although total investment is still almost $7 million. In contrast with Great Northern's apparently waning popularity, Rock Island maintained its position as third best liked among the junior equities. An $11⅓ million investment of 24 managements represented 12 per cent of the outstanding issue. Ranking next in popularity among the common stocks, Union Pacific and Illinois Central, were both held in heavier volume than two years earlier. Holdings of the latter, valued at over $16 million, represented 16.6 per cent of the outstanding issue and thus vied with the 18.2 per cent holding in Seaboard common for the distinction of representing the greatest percentage of any one issue taken out of the market by the investment companies.

HOLDINGS OF 78 INVESTMENT COMPANIES IN COMMON AND PREFERRED STOCKS OF RAILROADS

(As of September 30, 1952)*

All issues are common stocks unless otherwise indicated.

	Total Shares Held (thousands)	Per Cent of Issue Held Sep 30 1952	Per Cent of Issue Held Sep 29 1950	No. of Companies Holding
Alabama Great Southern	4.8	3.1	4.4	2
Atchison, Topeka & Santa Fe	229.0	4.7	3.7	32
Atchison, Topeka & Santa Fe 5% non-cum. Pfd.	39.8	1.2	0.9	13
Atlantic Coast Line	62.9	26.8	21.1	9
Baltimore & Ohio	14.5	#	2.5	4
Baltimore & Ohio 4% non-cum. Pfd.	11.0	1.9	2.6	3
Canadian Pacific	126.4	0.9	#	14
Carolina, Clinchfield & Ohio 5% gtd. stk.	3.3	1.3	NR	2
Chesapeake & Ohio	133.3	1.7	0.9	13
Chesapeake & Ohio 3½% cum. cv. Pfd.	6.1	3.1	3.0	2
Chicago Great Western 5% cum. Pfd.	27.0	7.6	NR	4
Chicago & North Western	12.5	1.5	1.8	3
Chicago & North Western 5% ptc. Pfd. "A"	11.5	1.3	1.9	2
Chicago, Milwaukee, St. Paul & P. 5% non-cum. ptc. Pfd. "A"	11.1	1.0	1.7	3
Chicago, Rock Island & Pacific	168.8	12.0	12.3	24
Chicago, Rock Island & Pacific 5% cum. cv. Pfd. "A"	21.0	3.0	3.1	9
Delaware & Hudson	52.0	9.6	7.8	2
Denver & Rio Grande Western	7.4	2.1	2.7	3
Denver & Rio Grande Western 5% cum. cv. Pfd.	36.7	11.3	8.2	12
Erie	59.5	2.4	2.1	5
Erie 5% cum. Pfd. "A"	23.8	5.9	7.0	5
Great Northern non-cum. Pfd.	129.9	4.1	4.6	19
Gulf, Mobile & Ohio	5.6	#	2.1	5
Gulf, Mobile & Ohio $5 cum. Pfd.	35.4	12.5	14.5	12
Illinois Central	225.3	16.6	12.1	21
Illinois Central 6% non-cum. cv. Pfd. "A"	15.6	8.4	6.4	5
Kansas City Southern	19.2	3.8	0.9	11
Kansas City Southern 4% non-cum. Pfd.	20.5	9.8	13.2	7
Louisville & Nashville	79.3	3.4	1.0	14
New York Central	68.1	1.1	#	8
New York, Chicago & St. Louis	114.9	6.2	2.2	17
N.Y., Chicago & St. Louis 6% cum. Pfd. "A"	35.4	9.8	7.1	10
N.Y., New Haven & Hartford 5% cv. "A" Pfd.	8.2	2.0	NR	2
Norfolk & Western	43.0	#	#	5
Northern Pacific	132.4	5.3	2.2	16
Pennsylvania	138.7	1.1	0.9	8
Pittsburgh, Ft. Wayne & Chicago 7% Pfd.	3.6	1.8	NR	2
Pittsburgh & Lake Erie	14.0	1.6	1.8	2
Reading Co. 4% 2nd non-cum. Pfd.	0.8	#	NR	2
St. Louis-San Francisco cum. cv. Pfd. "A" v.t.c.	32.8	5.3	4.8	13
Seaboard Air Line, v.t.c.	155.0	18.2	18.8	17
Seaboard Air Line 5% non-cum. cv. Pfd. "A"	25.0	16.7	14.0	7
Southern Pacific	507.9	5.9	5.1	36
Southern	126.9	9.8	6.5	16
Southern 5% non-cum. Pfd.	30.0	5.0	6.6	11
Texas & Pacific	2.8	#	#	3
Union Pacific	116.1	2.6	1.9	22
Union Pacific 4% non-cum. Pfd.	16.5	#	NR	2
Virginian	7.0	#	#	2
Wabash 4½% cum. Pfd.	27.8	8.9	8.9	5
Western Pacific	57.7	10.9	3.4	11
Western Pacific 5% cum. ptc. Pfd. "A"	14.2	4.4	8.1	6
Wheeling & Lake Erie $5.75 gtd.	23.5	6.9	4.0	2

Holdings in portfolios of less than two firms are not included in the table.

Total holdings less than 0.9 per cent of stock outstanding.

* Certain portfolios were analyzed as of dates approximating September 30, as holdings on this date were not made available.

NR: Not reported.

What to Pay for "Small Shipments" Bothers N.I.T. League

Varied docket covers wide range of other rate, service, legislative and regulatory problems—Brown, Dorr, succeed Anderson, Lacey, as president, secretary

General concern over rising freight charges on "small shipments," and lively debate as to just what position the league should take with respect to such charges, highlighted the 1952 annual meeting of the National Industrial Traffic League, held at New York November 20 and 21. Vying with that subject for the attention of the some 750 league members registered at the meeting were such matters as the railroad passenger-service deficit; l.c.l. service; freight loss and damage; the organization's position on certain items of transportation legislation; and the necessity of providing adequate funds for the Interstate Commerce Commission.

Many New Officers

The meeting also was marked by election of a new league president—Andrew H. Brown, transportation commissioner of the Cleveland Chamber of Commerce, and former vice-president of the league; and of a new executive secretary—Lester J. Dorr, formerly assistant secretary. Mr. Brown succeeds A. G. Anderson, general traffic manager of the Socony-Vacuum Oil Company. Mr. Dorr succeeds Edward F. Lacey, executive secretary of the league since 1935, whose intention to retire at the conclusion of this annual meeting was reported in *Railway Age* October 20, page 12. Mr. Lacey was tendered a testimonial dinner on November 20.

Lowe P. Siddons, traffic manager of the Holly Sugar Corporation, at Colorado Springs, Colo., was elected vice-president, to succeed Mr. Brown, while J. K. Hiltner, general traffic manager of the U. S. Pipe & Foundry Co., at Burlington, N. J., succeeds Mr. Siddons as chairman of the executive committee. George Shafer, general traffic manager of the Weyerhauser Lumber Company, St. Paul, Minn., was named assistant chairman of that committee. Roy W. Campbell, manager of the traffic department of the Butler Paper Corporations, Chicago, was reelected treasurer, and A. G. T. Moore, of New Orleans, traffic manager of the Southern Pine Association, continues as chairman of the board of directors.

"Small Shipments"

Rates on "small shipments" were the subject of two committee reports, both precipitated by the fact that "various motor carrier organizations have considered, and some have published, changes in the basis of rates on small shipments," which "consist, generally, either of an increased charge in cents per 100 lb. applicable to all shipments up to a given weight . . . or of a flat charge per shipment on all shipments up to a designated weight."

Andrew H. Brown
New President

Lowe P. Siddons
New Vice-President

Final action on the subject was unanimous adoption of a compromise resolution presented by the league's general counsel, John S. Burchmore. This resolution, while asserting that "the league does not seek transportation of small shipments at rates or charges lower than the true, out-of-pocket cost of performing the service," declared that "any increases in present rates and charges on small shipments shall be approved only upon proof of cost of service justifying such increases, and that such justifiable increases, if any, shall be fairly apportioned to the traffic of which the cost of traffic is thus shown to exceed revenues." It further stated that "the league favors cooperative research and effort by shippers and carriers seeking to improve carriers' methods of handling small shipments and shippers' use of the small shipment service." And it provided that "the league shall act in key situations or cases, both regional and national, to oppose proposals that are contrary to the above policies."

Railroad l.c.l. service and rates, although not directly involved in the Burchmore resolution or the committee reports which led to the latter's adoption, were covered in the report of the league's L.C.L. and Merchandise Committee, of which J. C. Allen was chairman. "It would appear," this committee said in part, "that l.c.l. service has deteriorated in spite of the efforts of some few carriers. The railroads lack the proper interest in l.c.l. and this leads to a real problem. . . . Meantime, diversion of this traffic continues, thereby multiplying the ills."

The committee reported that it had "continued its activity in line with the league's position of encouraging publication of volume rates on l.c.l. traffic," and had

studied "definite propositions" for such rates; it "anticipated" that "some development will ensue in the near future." While volume rates, the committee thought, "would make the rails competitive ratewise," it commented that "without adequate service, no definite traffic diversions can be forecast."

The league approved committee recommendations to: (a) "Support increases made or proposed . . . in allowances given shippers for performance of pickup or delivery services"; (b) give favorable consideration to the Griffin plan (*Railway Age*, September 3, 1951, page 52, and October 6, 1952, page 95), "which concentrates l.c.l. traffic and improves routing"; and (c) "support pooled l.c.l. routing by the railroads wherever tried."

N.A.R.U.C. Passenger Report Endorsed

The report of the league's Passenger Traffic Committee, J. K. Hiltner, chairman, was amplified by an address by Sam H. Flint, of the Georgia Public Service Commission, and member of the National Association of Railroad and Utilities Commissioners' Special Committee on Cooperation with the I.C.C. in the Study of the Railroad Passenger Deficit Problem. Mr. Flint reviewed the report of that committee as adopted by the N.A.R.U.C. at its convention in Little Rock on November 11 (*Railway Age*, November 17, page 67). Following his talk, the convention adopted a motion to the effect that "consistent with the policy of the league, the league, through its Passenger Traffic Committee, endorse and support in principle the report of the special committee of the N.A.R.U.C.

Policies on Legislation

The report of the Special Committee on Transportation Outlook and Policy, presented by Chairman Arthur H. Schwietert, reiterated many of the legislative policies adopted at the league's special meeting in Chicago last March 21 (*Railway Age*, March 31, page 15). The league also approved, however, the following new, additional or changed policies, all as recommended by Mr. Schwietert's committee:

Contract carriers of property by motor vehicle and by water should be required to file with the [Interstate Commerce] Commission a schedule of minimum rates and charges actually maintained and charged for transportation, and also including any rule, regulation or practice affecting such rates or charges and value of service thereunder. Such carriers should also file with the commission copies of all contracts between them and any other person in relation to any traffic affected by Part II of the [Interstate Commerce] Act.

Contract carrier rates should be based upon circumstances, characteristics and cost of performing service and not upon the effect of the rates upon other types of carriers.

Whenever differentials are used as a device for stating rates of different types of carriers, such differentials should represent a formula for expressing the disparity in circumstances, in service, and in cost, as between different routes of movement, so as to preserve for shippers the benefit of the inherent advantages of each mode of transport and provide fair and impartial treatment of all forms of transportation.

All of the last sentence of Section 305 (c) and all of the second sentence of Section 307 (d) be stricken from the [Interstate Commerce] Act.

That it be the policy of the league to oppose the imposition of fees and charges by the commission intended to reimburse the government for the cost of performing regulatory functions.

The league oppose any attempt on the part of the commission or the Congress to impose fees and charges in the aggregate that are designed to make the commission self-sustaining. [This opposition, however, does not extend to "reasonable charges" for services "not essentially a part of regulatory functions," or to "nominal filing fees."]

Exemptions [as to bulk transport by water] which now appear in Section 303 of the Interstate Commerce Act be maintained substantially as they now are and if they are to be modified, it should be by enactment of an all-inclusive exemption of bulk traffic regardless of whether it be by common, contract, or private carriage.

The league support complete repeal of the commodities clause and, in the meantime, oppose any legislation which has for its purpose the extension of its provisions.

The league should oppose legislation which would restrict the operations of private motor carriers authorized by present statutes as construed by the commission and the courts.

This last recommendation was also included in the report of the legislative committee, Frank A. Leffingwell, chairman.

New Basis for Claim Statistics?

The Freight Claims and Claims Prevention Committee, headed by Leland D. Smith, made only one recommendation—that representatives of railroad employees actually engaged in freight handling attend "at least one of our meetings." It outlined, however, a possible new basis of "pinpointing" freight loss and damage statistics, involving (a) separate reporting of claims on carload and l.c.l. freight; (b) disclosing number of claims for

Roy W. Campbell
Treasurer

A. G. T. Moore
Chairman of Directors

LESTER J. DORR . . .

The league's new executive secretary has had long experience as a practical traffic and transportation man, including practice in rate cases before the I.C.C. He has been assistant secretary of the National Industrial Traffic League for the past year, prior to which he was executive secretary and traffic commissioner of the Corn Exchange of Buffalo (N.Y.). Mr. Dorr, a native of Troy, N.Y., began traffic work in the transportation department of the Delaware & Hudson at Albany, N.Y. He also was employed in the division freight agent's office of the New York Central at Albany from 1924 through 1929. In 1930 he became assistant director of the traffic bureau, New York State Department of Agriculture and Markets at Albany, and in 1936 was appoined director of that bureau. Mr. Dorr accepted the position of general traffic manager of Southern States Cooperative, Inc., at Richmond, Va., on June 1, 1945, where he served until his appointment as executive secretary and traffic commissioner of the Corn Exchange of Buffalo.

A. G. Anderson
Retiring President

Edward F. Lacey
Retiring Secretary

each commodity class for which dollar amounts are now reported; and (c) if possible, reporting length of haul of damaged shipments and/or number of terminal handlings to which they were exposed.

It was suggested from the floor that the railroads "investigate the possibilities of making available in box cars additional mechanical equipment [specifically, it was explained, Evans D-F loaders and Pullman-Standard Compartmentizers] to protect the contents, minimize damage, and equalize progress in other forms of transportation."

Transportation Service

The Committee on Transportation Instrumentalities and Car Service, headed by Frank G. Moore, received league authority "to continue to vigorously pursue a program including (a) continuation of efforts in support of adequate allocation of steel for the car building program; (b) support of the 'Clean Car Campaign'; (c) following the car repair program closely and urging reduction in percentage of bad order cars; and (d) keeping a close watch on the car building program, and calling to the attention of the proper authorities any phase which may lag."

The Highway Transportation Committee, of which Harry F. Suiter was chairman, advocated that "each interested member domiciled in Pennsylvania join in a cooperative effort with the Pennsylvania Motor Truck Association . . . to effect a liberalization" of that state's truck weight law. This committee also recommended that the league and its individual members "continue active participation" in "PAR"—"Project Adequate Roads"—the campaign recently launched by the National Highway Users Conference and various affiliated interests to bring about increased expenditures on major highways.

Mr. Suiter's committee, however, took truck operators severely to task for their unwillingness to handle certain types of traffic. "Always," its report said, "the answer is some sort of an alibi . . . but the truth of the matter is that the carriers are picking and choosing the type of traffic they desire to handle." To overcome this situation, the group advised "that each member report immediately to the district supervisor's office of the I.C.C. each and every failure on the part of a motor carrier to pick up shipments. The report should be in detail and in writing. We are certain that if this is followed the commission will be deluged with complaints and will take the necessary corrective action."

Other Action

Other regular and special committee reports bearing on matters of special interest to railroads, and committee recommendations approved by the league, included:

Budget of the I.C.C. (George H. Shafer, chairman)—"We may well be on the threshold of tangible results . . . in securing an appropriation sufficient to permit the commission properly to administer the act and keep its work on a current basis." In this connection, I.C. Commissioner James K. Knudson, in a brief informal talk, urged "public support for revitalizing the commission at all levels."

Export and Import Traffic (A. J. Kelley, chairman)—Was directed to study the possibility of having restored to present law Section 25 of the Transportation Act of 1920, "or a reasonable facsimile thereof," to require rail carriers to provide through export bills of lading on export freight moving through ports serviced by them.

Postal Service (S. F. Kirby, chairman)—Recommended "support of future proposed legislation for separation of subsidies from air mail pay, such air mail pay being based on costs of operations plus a reasonable profit," and also "vigorous support" of future legislation to repeal present size and weight limits on parcel post packages and "discrimination" between classes of post offices.

Intercoastal and Coastwise Transportation (Walter A. Rohde, chairman)—Called attention to recent inauguration of barge service between the Pacific and Atlantic coasts; and to dismissal by the U.S. district court at Trenton, N.J., of the suit filed by Seatrain Lines, Inc., against 11 eastern and southern railroads, on the ground that "primary jurisdiction lies with the I.C.C."

Transportation Costs and Accounting (H. D. Fenske, chairman)—While most of this special committee's specific recommendations were referred back to the committee for further study, its report included the interesting suggestion that railroads might be allowed "to depreciate property that is not now considered depreciable, such as roadways, where the value of its 'economic life' has been lessened by construction of competing highways or other factors," whenever this would result in creation of "cash reserves . . . for capital purposes which would otherwise be paid out as income taxes."

It was announced that the next annual meeting would be held in New Orleans, La., November 19-20, 1953, but that there would be a special or spring meeting "at any suitable location" if needed to act on any transportation legislation before the 1953 Congress on which the league has not already taken a position.

The membership committee reported the league's membership to be at "an all-time high—1,617."

ANDREW H. BROWN . . .

The National Industrial Traffic League's new president is a native of Peoria, Ill., and a graduate of the University of Michigan (A.B., 1911) and of John Marshall School of Law (LL.B., 1922). After six and one-half years with the New York Central, he joined the Cleveland Chamber of Commerce as assistant transportation commissioner on July 1, 1919, and has been its transportation commissioner and commerce counsel since 1937, with a three years' leave of absence during World War II for service as a major in the Army Transportation Corps. Except for that military service, he has been a member of the N.I.T. League's Executive Committee since 1939; was its chairman in 1949; and vice-president of the league for the past two years. He is a past president of the Traffic Club of Cleveland.

A SPEEDY BRIDGE LINE

(*Continued from page 84*)

wide and 22 ft. high—and overhead bridge crossings enable the Clinchfield to boast of lesser restrictive clearances than any competing route and to accept all but the most out-size special consignments.

Four Major Hills

As shown on the accompanying condensed profile map, elevations of the road at its terminals are almost the same. Between, it rises over four major crests and three minor watershed divides, the highest point being at the crest of the Blue Ridge, 2,628 ft. Tunnels, loops and wide curves enabled the builders to keep the maximum grade against southbound traffic to 1.5 per cent. Maximum grade against northbound traffic is 1.7 per cent, and that for only a very short distance. By one of the most spectacular series of loops in the country, the grade up the south slope of the Blue Ridge is held to 1.2 per cent, and, up the north slope, to 0.8 per cent, except for two short stretches on the outspurs. Almost half the Clinchfield's track is on curve. Some sections abound in curves up to 14 deg. The longest tangent is only two miles.

Called by the Scientific American when it was completed "the costliest railroad in America," the Clinchfield (road only) cost more than $200,000 a mile to construct, even at early-1900 prices—and no charge has ever been made that its builders were extravagant. Today it is still taxed by the states and localities through which it runs at the second highest average rate per mile of track of any main-line railroad in the country (the Long Island is highest).

The roadbed was built in the most substantial manner, with a view to keeping down maintenance costs in the future. Cuts and embankments were wide; ditching superlative. Since heavy articulated Mallet locomotives were to be used from the start, all important bridges were built with concrete abutments and piers, with steel superstructures; loading specifications of all spans were high for the day (Cooper E-60). Passing sidings, with capacity for from 100 to 120 cars apiece, were spaced about eight miles apart, and located so as to favor the starting of long, heavy trains.

Road Improvement Plan

Yet even the high standards built into the original Clinchfield were found to be inadequate for today's diesel power, longer trains, and faster service requirements. Since early 1950 the Clinchfield's management has been engaged in an extensive improvement program, to cover about four years, to add latter-half twentieth century refinements to a good first-half century railroad. It is currently spending about $5,000 a mile a year in roadway maintenance, plus about another $2,500 in "additions and betterments." In 1950, Clinchfield's maintenance expenses "per equated track mile" were $5,968—higher than that of any main-line road in the U. S., except the Pittsburgh & Lake Erie. This extraordinarily high rate of expenditure is not expected to go on as a normal policy; it is designed to take out deferred maintenance; bring the road up to latest standards; fit it for longer, faster trains and for the diesel; and save day-to-day maintenance costs in future years.

Besides the yard projects already listed, the program calls for equipping the entire main line with centralized traffic control. Starting in 1948, this job has been carried progressively forward, and, as of this writing, C.T.C. was in operation between Delano, Va., (M.P. 14) and Spartanburg (M.P. 277). Prior to this installation the Clinchfield was without automatic signals, except for tunnel protection semaphores on the Blue Ridge loops. Integrated into the C.T.C. project is an extensive program for lengthening sidings—where terrain permits, the elimination of others, and installation of longer turnouts. When the entire job is completed, "running meets," where neither train comes to a complete stop, will be the rule rather than the exception. On a mountain railroad this means a lot in overall transit time.

Track modernization includes the progressive substitution of 132-lb. rail for 100-lb. rail on the main line; putting the entire main stem on stone ballast; easing the slope of, and ditching, all cuts; and firming up fills on steep slopes with lattice-type cribbing of worn-out rails.

Dieselization Program

Although its first diesel was not delivered until December 1948, the Clinchfield now has 45 units on the roster (1 mixed road-service; 6 switchers; 15 road freight "A"; 11 road freight "B"; and 12 road switchers). On order are 14 more—5 road switchers and 9 road freight units. When these are delivered (expected in December 1952), the road's dieselization program will have been completed for the present. Twelve heavy, modern, articulated steam locomotives (4 of which were purchased new as late as 1947) will be maintained in pusher service on coal trains between Kingsport and Erwin and between Erwin and Altapass. Their high coal and water capacity will permit the railroad to dismantle a number of its older coal and water service facilities at intermediate stations.

For the maintenance and repair of the diesel fleet, a new diesel facility, costing $61,000, was completed at Dante in 1951; a new servicing facility, with capacity for dispatching 60 units in a 24-hr. period, has been completed at Erwin; and the former modern steam erecting shop at that point is being extended and refitted to make heavy diesel repairs.

Prior to the use of diesels in road-freight service, it was necessary to provide helper service for time freights between Bostic and Altapass and between St. Paul and Sandy Ridge tunnel, as well as on the aforementioned districts to be retained. These helper districts are now eliminated. Delays due to turning up and releasing retainers and stops for inspection for overheated wheels and fallen brake-beams have been eliminated on the heavy grade sections by the use of dynamic brakes on the diesels.

Under steam operation, a time freight south-bound would ordinarily use retainers on all cars descending into Dante, on half the cars Dante to Boody (St. Paul) and from Unicoi to Erwin; on all except the 10 rear cars from Ridge to Avery; and on half the cars from Avery to Bostic. Each separate use required stops of up to 30 min. at each end of retainer territory.

Long-term improvement and modernization of this character is why the Clinchfield, crossing four major mountain divides within its short span of 277 miles, was able to turn in a transportation ratio in 1951 of 22.2 per cent, compared with a national average of 38.2 per cent. This ratio is considered the best measure of the efficiency with which a road operates trains in relation to the traffic at hand.

SUPPLY TRADE

(Continued from page 18)

Albert A. Cross has been appointed manager of tie pads for **Bird & Son, Inc.**, to succeed **John A. Crowe,** who has resigned. Mr. Cross was division engineer for 17 years on the Hartford division of the New York, New Haven & Hartford, and engineer in charge of maintenance of way for the entire New

Albert A. Cross

Haven system for three years. He also worked for the William P. Bray Company for a short time and, from May to October of this year, conducted a survey of the Colombian National Railway System in South America for the Madigan-Hyland Corporation.

OBITUARY

Walter M. Floto, manager of the merchant products sales division of U. S. Steel's American Steel and Wire division, died November 5.

CAR SERVICE

Revised Service Order No. 872, which maintained the permit system controlling movements of grain to Gulf of Mexico and Pacific Northwest ports, was supplanted on November 24 by Second Revised Service Order No. 872. The revised order, which will remain in effect until March 31, 1953, unless otherwise modified, is broader than its predecessor. It applies the permit system to all grain moving to elevators at the ports involved—whether for subsequent local use or for reshipment by water. Meanwhile, the system remains applicable also to movements of grain into the ports for direct delivery to vessels.

I.C.C. Service Order No. 856, which provides for inclusion of Saturdays in computing demurrage, has been modified by Amendment No. 4, which set back the expiration date from November 30 until May 31, 1953.

I.C.C. Service Order No. 867, which governs the handling of trap or ferry cars moving l.c.l. freight within a switching district, has been modified by Amendment No. 8, which set back the expiration date from November 30 until February 28, 1953.

I.C.C. Service Orders Nos. 870 and 871, which restrict the free time allowed on freight cars at ports, have been modified by amendments (Nos. 7 and 8, respectively), which set back the expiration dates from November 30 until February 28, 1953.

I.C.C. Service Order No. 892, issued in October to restrict movements of unbilled coal from mines then affected by strikes, has been continued in effect on the stand-by basis which has been its status since coal production was resumed. The order was continued because the wage dispute which caused the strike has not been settled. The continuation was effected by Amendment No. 1, which set back the expiration date from November 20 until December 15.

FINANCIAL

Boston Terminal Company. — *Reorganization.* — The I.C.C. has authorized the parties in this proceeding to place in effect the terminal company reorganization plan. (*Railway Age*, October 13, page 169). A new company, Boston Terminal Corporation, will acquire properties of the old terminal company, and will issue ten shares of stock. Seven of the shares will go to the New York, New Haven & Hartford, and three to the New York Central. The commission authorized this acquisition of control by the New Haven and Central, and approved their agreement for joint use of the terminal. The commission withheld approval of a $3,500,000 first mortgage note, to be issued by the reorganized terminal corporation, until terms of the note and the interest rate are established.

Chicago, Rock Island & Pacific. —*Acquisition.*—Division 4 of the I.C.C. has approved this road's proposal to acquire all properties of the 5.9-mile Burlington, Muscatine & Northwestern (*Railway Age*, September 1, page 25). The Rock Island already owns all the capital stock involved, and plans to liquidate the separate company instead of renewing a lease which expired October 31. The BM&N is located at Muscatine, Iowa.

Delaware, Lackawanna & Western.—*Seeks Two Seats on Nickel Plate Board.*—The Brotherhood of Locomotive Engineers and the Brotherhood of Railroad Trainmen have been authorized by the I.C.C. to intervene in opposition to the Lackawanna in this proceeding. The Lackawanna owns 14.8 per cent of New York, Chicago & St. Louis common stock, and seeks authority to use this stock to elect two Nickel Plate directors. (*Railway Age*, September 8, page 57.) The B.L.E. and B.R.T. represent employees on both roads. They told the I.C.C. that approval of the Lackawanna application might adversely affect employment, financial and other interests of their members.

Great Northern.—*Trackage Rights.* —This road has applied to the I.C.C. for authority to acquire trackage rights over 1.8 miles of the Chicago, Milwaukee, St. Paul & Pacific at Sioux Falls, Iowa. The city is enlarging its airport, forcing the GN to abandon its own 1.8-mile line. The city will construct connecting tracks between the GN and the Milwaukee. The GN asked the commission for authority to abandon its 1.8-mile segment.

Gulf, Mobile & Ohio.—*Trackage Rights into Birmingham, Ala.*—Division 4 of the I.C.C. has authorized this road to increase to $125,000 the annual rental it pays for use of Louisville & Nashville trackage between Tuscaloosa, Ala., and Birmingham (*Railway Age*, August 11, page 16). This rental was previously fixed by the I.C.C. at $100,000. The GM&O, said the commission ignored several important considerations when it fixed the rental on the basis of property valuation alone. For example, the right to interchange cars with the Birmingham Southern at Maury, Ala., a station on the L&N line, is expected to yield substantial savings to the GM&O.

Lehigh Valley.—*Executive and Finance Committee.*—Colby M. Chester, chairman of Manning, Maxwell & Moore, Inc., and honorary chairman of General Foods Corporation, has been elected chairman of this road's executive and finance committee, of which he has been a member since January 1936. Mr. Chester has been a member of the LV's board of directors since January 1934. As chairman of the committee, Mr. Chester succeeds the late Thomas H. McInnerney, who was honorary chairman of National Dairy Products Corporation.

Litchfield & Madison.—*New Director.*—Frank J. Wade, western traffic manager of the Corn Products Refining Company, has been elected a member of this road's board of directors.

Long Island. — *Reorganization.* — The County of Suffolk, New York, has been authorized by the I.C.C. to intervene in this proceeding. The county advised the commission that it is the "largest county" on Long Island, that a large part of this road's trackage and

facilities are within its boundaries, and that services of the road are "absolutely essential" to the county's prosperity and growth. The road owes Suffolk county $484,039 in back taxes, according to the county's petition.

The Chase National Bank of New York, trustee under the Long Island's refunding mortgage, has asked the I.C.C. for authority to intervene in this proceeding. The bank said reorganization plans now pending before the commission present important questions as to the rights of holders of $5,500 of LI refunding mortgage bonds. This is the amount outstanding, the remainder having been acquired by the American Contract & Trust Co., a Pennsylvania subsidiary. The refunding mortgage bonds are guaranteed by the PRR.

Pacific Electric.—*Bond Redemption.*—Directors of the parent Southern Pacific have approved redemption by the PE of all of its outstanding refunding 50-year 5 per cent series A gold bonds, due September 1, 1961. The redemption will be made on March 1, 1953. The bonds, which constitute the last remaining issue of funded debt of the PE, will be redeemed at 110 per cent of principal plus interest accrued to redemption date.

St. Louis-San Francisco.—*Stock Option.*—This road has asked the I.C.C. for authority to issue 90,000 shares of its no par common stock in connection with a stock option plan for "certain officers and employees." Purpose of the plan, the road said, is to give those officers and employees "an incentive to use their best efforts" in the promotion of StL-SF business, thereby assuring the road's "continued growth and financial success." The application said the stock option plan would be extended to officers and key employees "of the StL-SF and its subsidiaries." Price to be paid for shares under this plan would be an average of the high-low stock market price on the day an option is granted.

A special stockholders meeting has been called for December 18 to consider the plan.

Seaboard Air Line.—*Stock Option Plan.*—This road has applied to the I.C.C. for authority to issue 40,000 shares of its common stock under a "restricted stock option plan." These shares would be optioned to "certain salaried officers and key employees." The plan was approved by the SAL board of directors on November 7, and the road's stockholders will vote on the matter at a December 29 meeting. A committee appointed by the board would select those employees eligible to participate in the plan; and those participating "must agree to remain in the continuous service of the SAL for a period of at least two years from the date of the granting of the option." No part of the option could be exercised until after the two years had elapsed.

By participating in this plan, officers of the road can "strengthen and maintain their desire to remain in the employ of the company," the application said. Shares would be optioned at their full market value at the time such options are granted.

Terminal Association of St. Louis.—*Merger of Subsidiary.*—The terminal association has asked the I.C.C. for authority to acquire all properties and franchises of its subsidiary, the St. Louis Terminal Company, and to dissolve the separate company. The association owns all capital stock of the company, but operates its lines under a lease which expires next January 1. Merger of the properties and elimination of the separate company would result in savings in taxes and other expenses, the association said. Terminal company trackage includes approximately 13.8 miles of main line and 28 miles of yard and other tracks.

Union of Pittsburgh.—*Acquisition.*—This road has applied to the I.C.C. for authority to acquire Bessemer & Lake Erie trackage between North Bessemer, Pa., and East Pittsburgh. This trackage consists of 8.3 miles of main line, and approximately 80.3 miles of sidings and yard tracks. Union would pay $4,900,000 for this trackage, and would issue to the B&LE a demand promissory note bearing interest at 3¼ per cent.

An operating agreement between the two roads would become effective with the change in ownership. This agreement would grant trackage rights to the B&LE in the so-called North Bessemer yard. Union would perform yard service for the B&LE in breaking up southbound trains and making up northbound trains.

Union has operated this North Bessemer-East Pittsburgh trackage under a lease arrangement since 1906.

New Securities

Application has been filed with the I.C.C. by:

NEW YORK, CHICAGO & ST. LOUIS.—To assume liability for $2,430,000 of equipment trust certificates, to finance in part 25 diesel units costing an estimated $3,037,877.

	Description and Builder	Estimated Unit Cost
10	1,500-hp. road-switchers (Electro-Motive Division, General Motors Corporation)	$148,640
5	1,200-hp. switchers (Fairbanks-Morse & Co.)	102,698
6	1,000-hp. switchers (American Locomotive-General Electric Companies)	104,026
4	1,000-hp. switchers (Alco-G.E.)	103,197

The certificates, to be dated January 1, 1953, would mature in 15 annual installments of $162,000 each, beginning October 1, 1953. They would be sold by competitive bids, with the interest rate to be set by such bids.

SOUTHERN.—NEW ORLEANS NORTHEASTERN.—To issue and sell $15,000,000 of joint bonds as part of the Southern's program for meeting $89,705,000 in bond maturities between now and November 1, 1956. All proceeds from sale of these bonds would go to the Southern, and the mortgage would constitute a first lien on the Northeastern. The new bonds would be dated November 1, 1952, and would mature November 1, 1977. They would be sold by competitive bidding, with the interest rate to be set by such bids.

The Southern also proposes to sell the New Orleans Terminal Company to Northeastern for $2,000,000. *(Railway Age,* November 24, page 65).

The $17,000,000 acquired from sale of the joint bonds and the terminal company would be used to help retire $65,512,000 of development and general mortgage gold bonds, due April 1, 1956. These bonds constitute the largest portion of the $89,705,000 program. The Southern said it has other first-lien securities available for use in retiring the development and general mortgage bonds.

WABASH.—To assume liability for $6,360,000 of series D equipment trust certificates, to finance in part 26 diesel-electric locomotives and 550 freight cars costing an estimated $7,987,325.

	Description and Builder	Estimated Unit Cost
2	3,000-hp. freight locomotives, each consisting of four "A" units (Electro-Motive Division, General Motors Corporation)	$328,261
2	2,250-hp. passenger locomotives (Electro-Motive)	239,357
4	1,500-hp. road-switchers (Electro-Motive)	158,962
1	1,500-hp. road-switcher (Electro-Motive)	147,172
5	800-hp. switching locomotives (Electro-Motive)	91,897
3	1,200-hp. switching locomotives (Electro-Motive)	103,399
3	1,200-hp. switching locomotives (Fairbanks, Morse & Co.)	103,325
3	1,200-hp. switching locomotives (Baldwin-Lima-Hamilton Corp.)	103,898
3	1,000-hp. switching locomotives (American Locomotive-General Electric Companies)	102,800
50	70-ton drop-end gondola cars (Greenville Steel Car Company)	7,803
300	50-ton box cars (General American Transportation Corporation)	7,972
200	50-ton box cars (American Car & Foundry Co.)	7,937

The certificates, dated January 1, 1953, would mature in 30 semiannual installments of $212,000 each, beginning July 1, 1953. They would be sold by competitive bidding, with the interest rate to be set by such bids.

Dividends Declared

ALTOONA & LOGAN VALLEY ELECTRIC.—year-end, 37½¢, payable December 4 to holders of record November 19.

KANSAS CITY SOUTHERN.—common, $1.25, payable December 15 to holders of record November 28; 4% preferred, $1, quarterly, payable January 15, 1953, to holders of record December 31.

NASHVILLE & DECATUR.—7½% guaranteed, 93¾¢, payable January 2, 1953, to holders of record December 20.

NEW YORK, CHICAGO & ST. LOUIS.—common, 50¢; 6% preferred "A," $1.50, quarterly, both payable January 2, 1953, to holders of record November 28.

PHILADELPHIA, GERMANTOWN & NORRISTOWN.—$1.50, quarterly, payable December 4 to holders of record November 20.

PITTSFIELD & NORTH ADAMS.—$2.50, semi-annual, payable January 2, 1953, to holders of record December 19.

SOUTHERN PACIFIC.—75¢ quarterly, payable December 22 to holders of record December 1.

Security Price Averages

	Nov. 24	Prev. Week	Last Year
Average price of 20 representative railway stocks	65.85	63.14	53.15
Average price of 20 representative railway bonds	93.90	93.21	90.24

Investment Publications

[The surveys listed herein are for the most part prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

The Exchange, 11 Wall st., New York 5.

The Railroad Outlook. The Exchange, October 1952, pp. 8-10.

Fahnestock & Co., 65 Broadway, New York 6.

General American Transportation Corp. Weekly Review, November 10.

(Continued on next page)

Smith, Barney & Co., 14 Wall st., New York 5.

Kansas City Southern Railway Company. Railroad Bulletin No. 111. October 28.

Southern Railway Company. Railroad Bulletin No. 112. October 31.

Vilas & Hickey, 49 Wall st., New York 5.

Missouri-Kansas-Texas Railroad Company. Comments on the Plan for the Modification of the Capital Stock. November 7.

Southern Railway Co. November 17.

RAILWAY OFFICERS

EXECUTIVE

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E. T. Reidy, general manager of the CHICAGO GREAT WESTERN, has been appointed vice-president and general manager at Chicago. **G. T. Scott,** secretary and comptroller, has been named vice-president and comptroller at Oelwein, Iowa. **B. R. Harris,** assistant to president, becomes vice-president—industrial department, at Kansas City, Mo.

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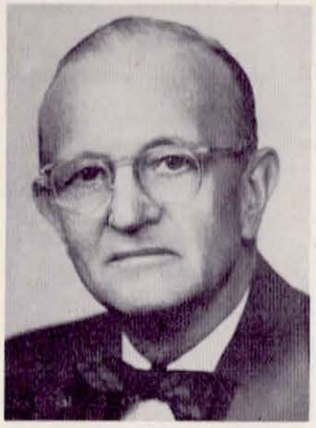

William F. Hummel

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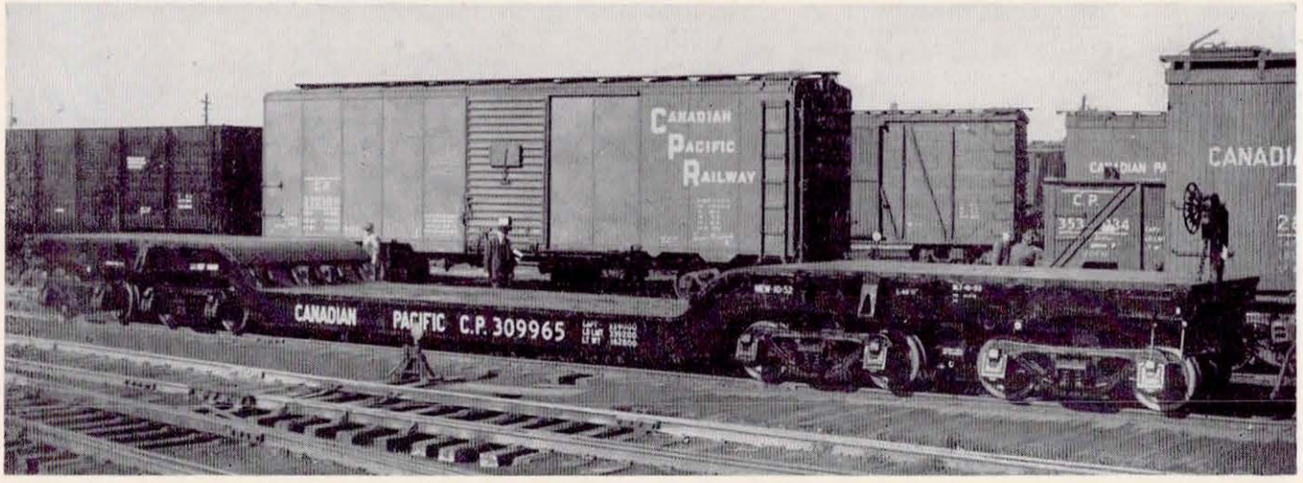

THIS 70-FT. DEPRESSED CENTER FLAT CAR, completely cast in one piece by the General Steel Castings Corporation and assembled at the Angus shops of the Canadian Pacific at Montreal, is 13 ft. longer and carries a load of approximately 70,000 lb. more than any flat car heretofore used by the road. The total capacity of the car is 339,000 lb. Two four-wheel trucks are used at each end, instead of the usual six-wheel type. The 25-ft. depressed center is 25 in. above the rail as against 22.7 in. in other cars. The car weighs 162,800 lb.

facilities are within its boundaries, and that services of the road are "absolutely essential" to the county's prosperity and growth. The road owes Suffolk county $484,039 in back taxes, according to the county's petition.

The Chase National Bank of New York, trustee under the Long Island's refunding mortgage, has asked the I.C.C. for authority to intervene in this proceeding. The bank said reorganization plans now pending before the commission present important questions as to the rights of holders of $5,500 of LI refunding mortgage bonds. This is the amount outstanding, the remainder having been acquired by the American Contract & Trust Co., a Pennsylvania subsidiary. The refunding mortgage bonds are guaranteed by the PRR.

Pacific Electric.—*Bond Redemption.*—Directors of the parent Southern Pacific have approved redemption by the PE of all of its outstanding refunding 50-year 5 per cent series A gold bonds, due September 1, 1961. The redemption will be made on March 1, 1953. The bonds, which constitute the last remaining issue of funded debt of the PE, will be redeemed at 110 per cent of principal plus interest accrued to redemption date.

St. Louis-San Francisco.—*Stock Option.*—This road has asked the I.C.C. for authority to issue 90,000 shares of its no par common stock in connection with a stock option plan for "certain officers and employees." Purpose of the plan, the road said, is to give those officers and employees "an incentive to use their best efforts" in the promotion of StL-SF business, thereby assuring the road's "continued growth and financial success." The application said the stock option plan would be extended to officers and key employees "of the StL-SF and its subsidiaries." Price to be paid for shares under this plan would be an average of the high-low stock market price on the day an option is granted.

A special stockholders meeting has been called for December 18 to consider the plan.

Seaboard Air Line.—*Stock Option Plan.*—This road has applied to the I.C.C. for authority to issue 40,000 shares of its common stock under a "restricted stock option plan." These shares would be optioned to "certain salaried officers and key employees." The plan was approved by the SAL board of directors on November 7, and the road's stockholders will vote on the matter at a December 29 meeting. A committee appointed by the board would select those employees eligible to participate in the plan; and those participating "must agree to remain in the continuous service of the SAL for a period of at least two years from the date of the granting of the option." No part of the option could be exercised until after the two years had elapsed.

By participating in this plan, officers of the road can "strengthen and maintain their desire to remain in the employ of the company," the application said. Shares would be optioned at their full market value at the time such options are granted.

Terminal Association of St. Louis.—*Merger of Subsidiary.*—The terminal association has asked the I.C.C. for authority to acquire all properties and franchises of its subsidiary, the St. Louis Terminal Company, and to dissolve the separate company. The association owns all capital stock of the company, but operates its lines under a lease which expires next January 1. Merger of the properties and elimination of the separate company would result in savings in taxes and other expenses, the association said. Terminal company trackage includes approximately 13.8 miles of main line and 28 miles of yard and other tracks.

Union of Pittsburgh.—*Acquisition.*—This road has applied to the I.C.C. for authority to acquire Bessemer & Lake Erie trackage between North Bessemer, Pa., and East Pittsburgh. This trackage consists of 8.3 miles of main line, and approximately 80.3 miles of sidings and yard tracks. Union would pay $4,900,000 for this trackage, and would issue to the B&LE a demand promissory note bearing interest at 3¼ per cent.

An operating agreement between the two roads would become effective with the change in ownership. This agreement would grant trackage rights to the B&LE in the so-called North Bessemer yard. Union would perform yard service for the B&LE in breaking up southbound trains and making up northbound trains.

Union has operated this North Bessemer-East Pittsburgh trackage under a lease arrangement since 1906.

New Securities

Application has been filed with the I.C.C. by:

NEW YORK, CHICAGO & ST. LOUIS.—To assume liability for $2,430,000 of equipment trust certificates, to finance in part 25 diesel units costing an estimated $3,037,877.

	Description and Builder	Estimated Unit Cost
10	1,500-hp. road-switchers (Electro-Motive Division, General Motors Corporation)	$148,640
5	1,200-hp. switchers (Fairbanks-Morse & Co.)	102,698
6	1,000-hp. switchers (American Locomotive-General Electric Companies)	104,026
4	1,000-hp. switchers (Alco-G.E.)	103,197

The certificates, to be dated January 1, 1953, would mature in 15 annual installments of $162,000 each, beginning October 1, 1953. They would be sold by competitive bids, with the interest rate to be set by such bids.

SOUTHERN.—NEW ORLEANS NORTHEASTERN.—To issue and sell $15,000,000 of joint bonds as part of the Southern's program for meeting $89,705,000 in bond maturities between now and November 1, 1956. All proceeds from sale of these bonds would go to the Southern, and the mortgage would constitute a first lien on the Northeastern. The new bonds would be dated November 1, 1952, and would mature November 1, 1977. They would be sold by competitive bidding, with the interest rate to be set by such bids.

The Southern also proposes to sell the New Orleans Terminal Company to Northeastern for $2,000,000. *(Railway Age,* November 24, page 65).

The $17,000,000 acquired from sale of the joint bonds and the terminal company would be used to help retire $65,512,000 of development and general mortgage gold bonds, due April 1, 1956. These bonds constitute the largest portion of the $89,705,000 program. The Southern said it has other first-lien securities available for use in retiring the development and general mortgage bonds.

WABASH.—To assume liability for $6,360,000 of series D equipment trust certificates, to finance in part 26 diesel-electric locomotives and 550 freight cars costing an estimated $7,987,325.

	Description and Builder	Estimated Unit Cost
2	3,000-hp. freight locomotives, each consisting of four "A" units (Electro-Motive Division, General Motors Corporation)	$328,261
2	2,250-hp. passenger locomotives (Electro-Motive)	239,357
4	1,500-hp. road-switchers (Electro-Motive)	158,962
1	1,500-hp. road-switcher (Electro-Motive)	147,172
5	800-hp. switching locomotives (Electro-Motive)	91,897
3	1,200-hp. switching locomotives (Electro-Motive)	103,399
3	1,200-hp. switching locomotives (Fairbanks, Morse & Co.)	103,325
3	1,200-hp. switching locomotives (Baldwin-Lima-Hamilton Corp.)	103,898
3	1,000-hp. switching locomotives (American Locomotive-General Electric Companies)	102,800
50	70-ton drop-end gondola cars (Greenville Steel Car Company)	7,803
300	50-ton box cars (General American Transportation Corporation)	7,972
200	50-ton box cars (American Car & Foundry Co.)	7,937

The certificates, dated January 1, 1953, would mature in 30 semiannual installments of $212,000 each, beginning July 1, 1953. They would be sold by competitive bidding, with the interest rate to be set by such bids.

Dividends Declared

ALTOONA & LOGAN VALLEY ELECTRIC.—year-end, 37½¢, payable December 4 to holders of record November 19.

KANSAS CITY SOUTHERN.—common, $1.25, payable December 15 to holders of record November 28; 4% preferred, $1, quarterly, payable January 15, 1953, to holders of record December 31.

NASHVILLE & DECATUR.—7½% guaranteed, 93¾¢, payable January 2, 1953, to holders of record December 20.

NEW YORK, CHICAGO & ST. LOUIS.—common, 50¢; 6% preferred "A," $1.50, quarterly, both payable January 2, 1953, to holders of record November 28.

PHILADELPHIA, GERMANTOWN & NORRISTOWN.—$1.50, quarterly, payable December 4 to holders of record November 20.

PITTSFIELD & NORTH ADAMS.—$2.50, semi-annual, payable January 2, 1953, to holders of record December 19.

SOUTHERN PACIFIC.—75¢ quarterly, payable December 22 to holders of record December 1.

Security Price Averages

	Nov. 24	Prev. Week	Last Year
Average price of 20 representative railway stocks	65.85	63.14	53.15
Average price of 20 representative railway bonds	93.90	93.21	90.24

Investment Publications

[The surveys listed herein are for the most part prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

The Exchange, 11 Wall st., New York 5.

The Railroad Outlook. The Exchange, October 1952, pp. 8-10.

Fahnestock & Co., 65 Broadway, New York 6.

General American Transportation Corp. Weekly Review, November 10.

(Continued on next page)

Smith, Barney & Co., 14 Wall st., New York 5.

Kansas City Southern Railway Company. Railroad Bulletin No. 111. October 28.

Southern Railway Company. Railroad Bulletin No. 112. October 31.

Vilas & Hickey, 49 Wall st., New York 5.

Missouri-Kansas-Texas Railroad Company. Comments on the Plan for the Modification of the Capital Stock. November 7.

Southern Railway Co. November 17.

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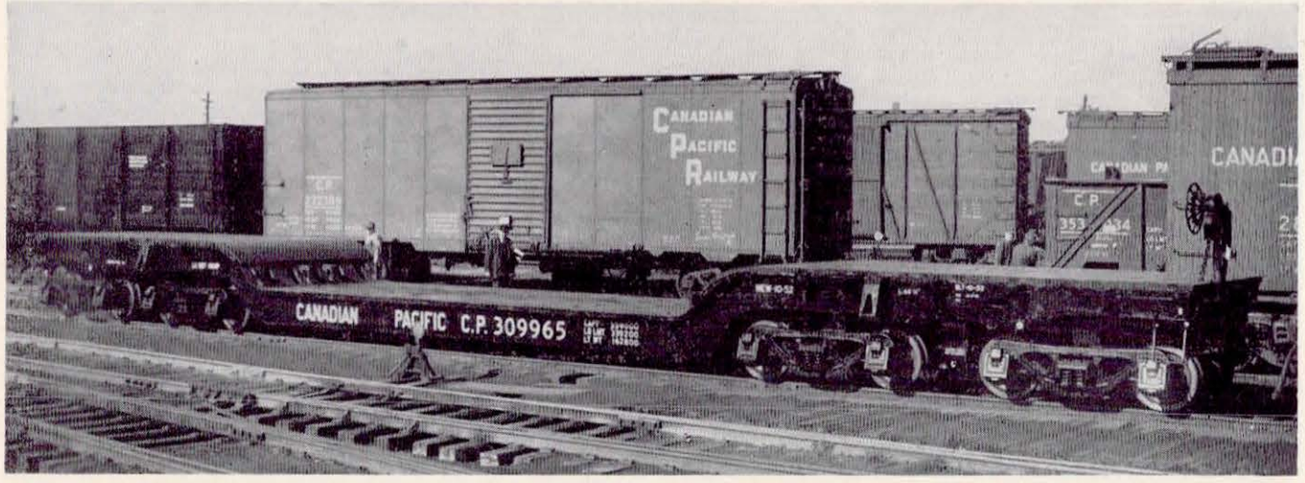

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since 1916. In April 1945 he became director of employee relations of the Rock Island and in September 1946 was appointed a member of the first division of the National Railroad Ad-

Bruce E. Dwinell

justment Board. He returned to his former post as general attorney one year later and continued in that capacity until June 1951, when he was named general solicitor.

As reported in *Railway Age* October 20, page 18, **Richard N. Shields** has been elected executive vice-president of the PITTSBURGH & WEST VIRGINIA at Pittsburgh, effective November 1. Mr. Shields was born in Pittsburgh and started his career with the Carnegie Steel Company in 1920, subsequently becoming supervisor of the Transportation division. In 1942 he was appointed assistant traffic manager of the Pitts-

Richard N. Shields

burgh district of United States Steel Corporation subsidiary companies. He became assistant general traffic manager of the Pittsburgh Steel Company in 1948 and in 1949 he was appointed general traffic manager. In addition to these duties, Mr. Shields was elected president of the Monessen Southwestern Railway in 1950. He is active in the National Freight Traffic Association and the American Iron & Steel Institute.

As *Railway Age* reported October 13, **Harold P. Hannan,** superintendent of freight transportation of the NEW YORK CENTRAL at Cleveland, has been appointed transportation assistant to vice-president at Chicago, succeeding **Edward J. Molyneaux,** retired. Mr. Hannan started his railroad career

Harold P. Hannan

as a clerk at Indianapolis in 1916, and was transferred to New York in 1923, as a traveling car agent. In 1935 he became chief supervisor of car service and demurrage in New York. Mr. Hannan was named superintendent of freight transportation at Gibson yards, Hammond, Ind., in 1942, transferring to Cleveland in June 1946.

H. A. Baker, traffic manager of the ST. LOUIS-SAN FRANCISCO at Springfield, Mo., has been appointed assistant to president at Memphis, Tenn., succeeding **John A. Moran,** whose death was reported by *Railway Age* on November 10. Mr. Baker attended Kansas University and joined the Frisco in 1928 as a diversion clerk

H. A. Baker

in the traffic department at Kansas City. Subsequently he became soliciting freight and passenger agent at Wichita, Kan., general agent at Wichita, assistant general agent at Springfield, and division freight and passenger agent at Springfield. He has been traffic manager at Springfield since 1944.

FINANCIAL, LEGAL & ACCOUNTING

As reported in *Railway Age* October 13, **Louis J. Masson,** assistant general auditor of the SOUTHERN PACIFIC, has retired after 50 years of railroad service. Mr. Masson started as an apprentice in the Algiers, La., shops of Morgan's Louisiana & Texas Railroad & Steamship Co. (now SP-Texas & New Orleans), later transferring into stenographic and accounting work. He held numerous accounting positions with the SP after his transfer to San Francisco in 1913. In 1917 he was appointed auditor of the old San Diego & Arizona and in 1932 returned to San Francisco as assistant to assistant general auditor of the SP. He was promoted to assistant general auditor in 1935. At the time of his retirement, Mr. Masson was also auditor of the Petaluma & Santa Rosa, of the San Diego & Arizona Eastern, and of the Visalia Electric, and comptroller of the Northwestern Pacific, all SP subsidiaries.

E. M. Peak, traveling auditor of the ST. LOUIS-SAN FRANCISCO, has been named assistant to general auditor. **O. C. Richardson,** traveling auditor, has been appointed assistant auditor—disbursements. Mr. Peak joined the Frisco in 1927 as a rodman, becoming engineer accountant in 1930. He held numerous accounting positions until 1947, when he was named traveling auditor.

R. Y. Wallace has been appointed general auditor of the CLINCHFIELD at Erwin, Tenn., succeeding **Charles Hewett,** who has retired.

H. E. Alsing has been appointed secretary of the board of pensions of the SOUTHERN PACIFIC, succeeding **James S. Cunningham,** whose retirement was reported in *Railway Age* November 24, page 65.

U. E. Nordeen, has succeeded **L. J. Masson,** who has retired, as auditor of the following Southern Pacific subdivisions: PETALUMA & SANTA ROSA, SAN DIEGO & EASTERN, and VISALIA ELECTRIC. He has also been appointed controller of the NORTHWESTERN PACIFIC.

Joseph Rosch has been appointed general counsel of the DELAWARE & HUDSON at Albany, N.Y. **Donald D. Dart,** assistant general counsel, has been appointed general counsel, with headquarters as before at New York, succeeding the late **Thomas L. Ennis,** whose death was reported in *Railway Age* October 6, page 141. **Paul F. Robinson,** general attorney, has been appointed assistant general counsel,

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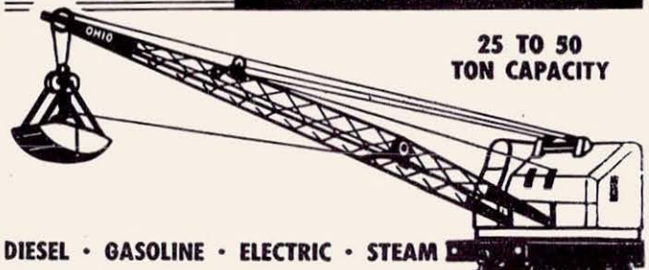

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with headquarters as before at New York.

Mr. Dart was born at Salt Lake City on November 29, 1908, and attended the University of California and Fordham University (LL.B., 1934). He entered railroad service in 1930 in the law department of the D&H and affiliated companies, becoming assistant to general counsel in 1943 and assistant general counsel in 1944.

Mr. Robinson was born on August 27, 1909, at Enid, Okla., and attended Williams College (A.B., 1930) and Fordham Law School (LL.B., 1940). He entered railroad service in September 1930 with the traffic department of the D&H at Albany, subsequently serving as chief clerk to general agent at St. Louis. From June to September 1936 Mr. Robinson served as tariff examiner for the I.C.C. at Washington, D.C.; then returned to the D&H law department at New York. In 1940 he was admitted to the bar of New York and in September of that year was appointed attorney for the D&H, in which capacity he served until September 1943. He was lieutenant in the United States Naval Reserve from 1943 to 1946, and in the latter year returned to the D&H as attorney at New York. Mr. Robinson was appointed general attorney in 1950.

As reported in *Railway Age* October 13, page 174, **G. C. Reveille** has been elected comptroller of the NORFOLK SOUTHERN at Norfolk, Va. Mr. Reveille was born at Norfolk on September 3, 1892, and entered railroad service on December 10, 1907, as messenger boy in the freight accounting department of the NS, subsequently transferring to the disbursing office as junior clerk, side ledger bookkeeper and assistant

G. C. Reveille

general bookkeeper, successively. From April 23, 1919, to January 1, 1920, Mr. Reveille was accountant for the U.S. Railroad Administration; on the latter date he became general bookkeeper of the NS. He was appointed chief clerk in July 1920, auditor of receipts in May 1937, auditor of disbursements in November 1937, chief accounting officer in June 1938, and general auditor on January 1, 1942.

TRAFFIC

C. S. Doupe has been appointed division freight agent of the CANADIAN PACIFIC at St. John, N. B., succeeding **R. A. Robinson,** who has retired after more than 41 years of service. **John Swinarton** has been appointed district freight agent at Toronto, succeeding **E. J. Wood,** promoted.

The CHESAPEAKE & OHIO has appointed the following general agents: **John C. Singer, Jr.,** at Winston-Salem, N. C.; **C. W. Campbell** at Richmond, Va.; **W. G. Stigall** at Wilmington, N. C.; and **W. B. Cook** at Greenville, S. C.

Robert W. Ruble has been named general agent, passenger department, of the MONON at Indianapolis, Ind., succeeding **Frank V. Martin,** whose retirement was reported in *Railway Age* November 10, page 74.

William H. Stadelman, general agent of the ERIE at Atlanta, Ga., retired on November 30, in accordance with the company's retirement program, after 45 years of railroad service, 40 of which were with the Erie.

OBITUARY

Chester G. Gibson, 71, superintendent of the PITTSBURGH & OHIO VALLEY at Neville Island, Pittsburgh, Pa., died of cancer in the Sewickley Valley Hospital, Sewickley, Pa., on November 3. Mr. Gibson was born on Neville Island on July 18, 1881, and entered the service of the American Steel & Wire Co. there in 1899. He continued, through several changes of ownership, until his death, being connected with the steel industry and the railway for a period of 53 years.

John Paul Jackson, 50, general superintendent of the Western General division of the NORFOLK & WESTERN, died at his home in Bluefield, W. Va., on November 20, after a long illness. Mr. Jackson was born in Austinville, Va., on October 22, 1902, and attended Virginia Polytechnic Institute (B.S. in C.E., 1924). He joined the N&W as a rodman immediately upon his graduation and served that road continuously until his death. After several promotions in the engineering department he became assistant roadmaster on the Radford division in 1929, later serving as assistant superintendent and superintendent of both the Scioto and Shenandoah divisions, and was placed in charge of the Pocahontas division in 1940. He was appointed general superintendent of the Eastern General division in 1942, transferring to the Western General division in April 1949.

Fred J. Byington, retired general manager of the CHICAGO & NORTH WESTERN, died at Chicago on November 12.

RR's Legislative Problems And Policies Outlined

Legislative and regulatory problems and policies of the railroad industry were outlined to the New York Railroad Club at its November 20 dinner meeting by three speakers—Ralph C. Champlin, vice-president, public relations, of the Pennsylvania; David I. Mackie, vice-president and general counsel of the Delaware, Lackawanna & Western; and James G. Lyne, editor of *Railway Age*.

Mr. Champlin, speaking first, pointed up the need for major revisions of transportation law by contrasting industrial conditions of 50 years ago with those existing today. Now, he said, "railroad men are in the front row as taxpayers, but in the back row as beneficiaries of tax payments."

Mr. Mackie, the second speaker, outlined the areas "where an immediate recutting of the regulatory straitjacket is most urgently and imperatively needed." These areas, he said, include reduction of time lags in necessary rate increases, both interstate and intrastate; a change in the rule of rate-making to direct the Interstate Commerce Commission "to consider the need of earnings sufficient to attract equity capital"; I.C.C. appellate authority over service abandonments; repeal of the long-and-short-haul clause; publication of and adherence to rates by contract carriers; I.C.C. approval for new inland waterway projects; and assessment of fair charges for use of publicly provided transportation facilities.

The job of bringing about these necessary changes, said the third speaker, Mr. Lyne, "is one for the Association of American Railroads, and it is being done by the A.A.R. But it is also a local and individual job for each railroad, each railroad association, and each railroad man. It's not a 'let George do it situation.'"

Airliner Interchange Basis for New Service

An entirely new direct air line service from the Pacific Northwest to major points in Texas, Kansas and Oklahoma, will become possible under agreements signed by United Air Lines, Braniff International Airways and Continental Airlines. The agreements have now been filed with the Civil Aeronautics Board in Washington

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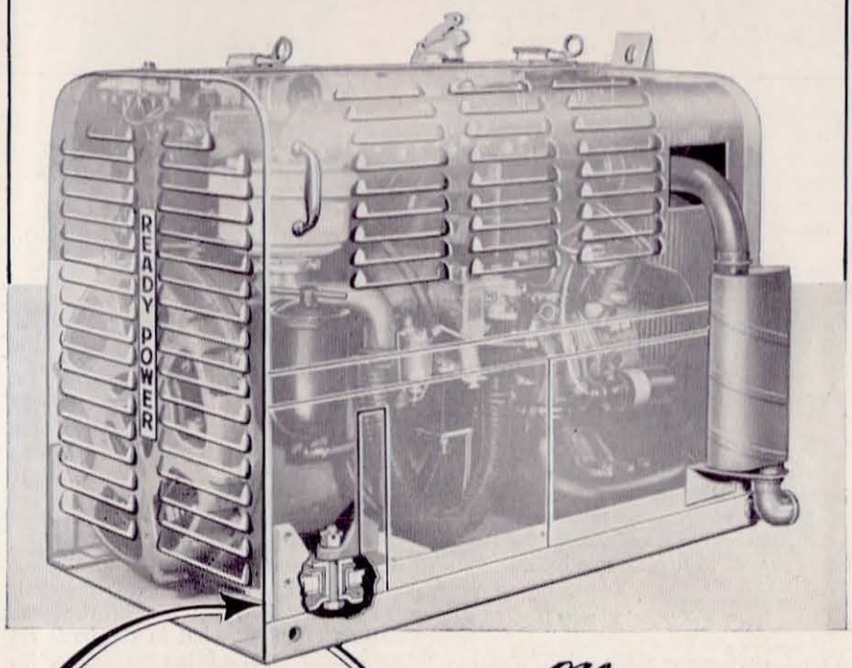

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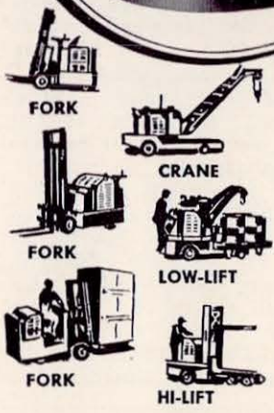

1. The upper Lord Mounting J-4497-2 absorbs the unusually high "g" shock loads encountered in industrial lift truck service . . . At the same time it is rigid enough to prevent excessive engine motion due to these destructive shock loads.

2. The lower member J-4591-1 is a rebound snubbing washer thicker than the sandwich section of the upper member J-4497-2. Precompression thus allows variable bracket thickness of plus or minus 1/16 inch. Thus the Lord Mountings serve the dual purpose of minimizing the vibration and the multiple shocks to which Ready-Power units are subjected in powering the heavy tools of industry. You can profit by Lord experience in the control of vibration and shock. Write or call . . .

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with a starting date contingent on board approval. Basis for the new services is an interchange of aircraft to provide single-plane service for passengers, mail, express and freight between Seattle, Portland, Wichita, Oklahoma City, Dallas and Houston.

Under the agreements, crews of each line will fly the planes on their own route segments. The interchange point will be Denver. According to spokesmen, the proposed service "recognizes the accelerated industrial development of both the Northwest and the Southwest and the resultant need for expanded travel and shipping facilities between the two."

Commodity Lists Set Up For Trucker Certificates

The Interstate Commerce Commission has established commodity lists under class or generic headings and commodity descriptions to be used by truckers in filing applications for certificates of public convenience and necessity and by the commission in describing the commodity scope of such certificates.

The proceeding was docketed as Ex Parte No. MC-45, and the commission's report was by Commissioner Cross. Commissioner Lee filed a dissenting expression, and the dissent of Commissioner Patterson was noted. Commissioner Mahaffie did not participate.

The report made it plain that the lists would apply only in connection with future certificates. "Present certificates cannot be changed, modified, or revised except as provided in the act," it said.

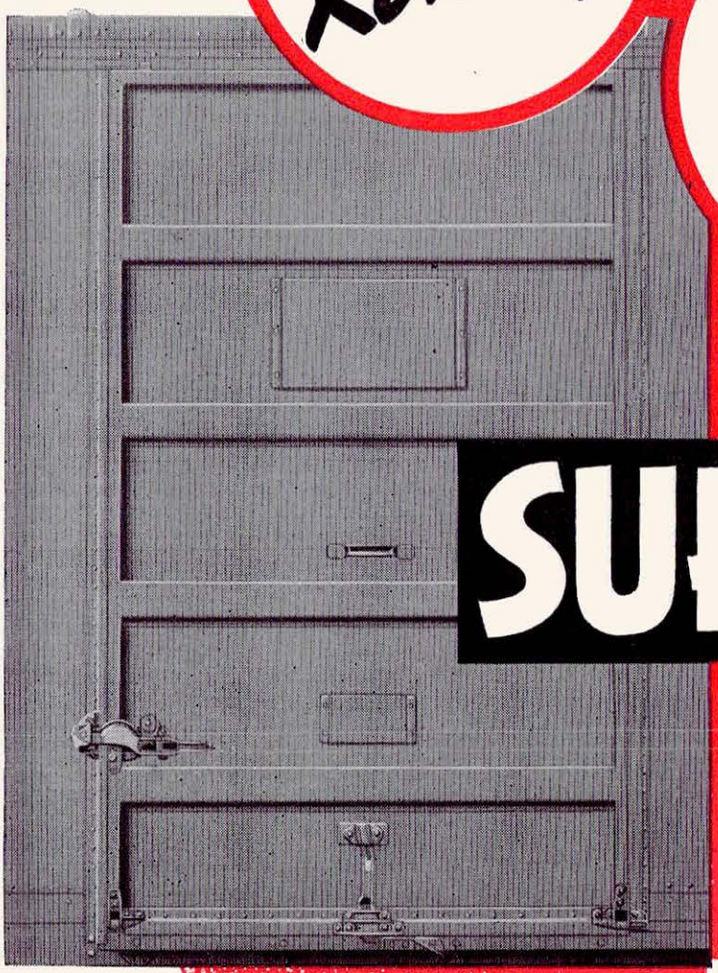
Nurse's Room Planned In Santa Fe Dome Cars

The eight full-length dome-lounge cars ordered by the Santa Fe from the Budd Company (*Railway Age*, September 29) will be assigned to the road's all-coach Chicago-Los Angeles streamliner "El Capitan," and to the "Kansas Cityan" and the "Chicagoan," which provide daily service between Chicago and Kansas City. Beneath the dome will be a nurse's room—completely equipped for minor ailments and to store and heat children's food—and a 28-seat cocktail lounge decorated with Indian symbols. Equipment usually suspended underneath the car will be housed in two special rooms located beneath the dome in the area over the trucks.

Each of the cars will weigh 207,000 lb. when fully loaded and for this reason they will ride on six-wheel trucks. In the full-length dome, there will be 57 chair car seats, plus an 18-seat refreshment lounge. Tinted Solex glass, which filters the sun's heat, will be used in the double-glazed dome windows. "Solar Control," developed by the Budd Company, will regulate the volume of conditioned air circulated in direct relation to the amount of sun-

Free Rolling

Tight Closing



FEATURES of the

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Free Rolling on ball bearings.

Easy operation means less damage to door and car side.

Tight closing, all edges baffled. Weatherproof, cinderproof, pilfer-proof.

Superior Car Doors mean satisfied shippers

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Lading protection reduces damage claims

SUPERIOR CAR DOOR COMPANY

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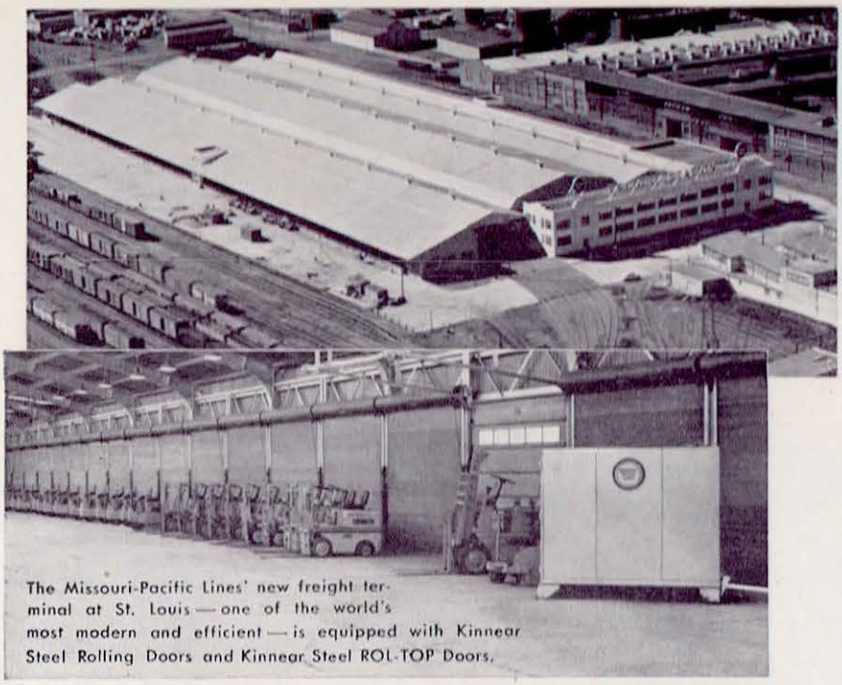


The Missouri-Pacific Lines' new freight terminal at St. Louis — one of the world's most modern and efficient — is equipped with Kinnear Steel Rolling Doors and Kinnear Steel ROL-TOP Doors.

Where doors get their toughest assignments...

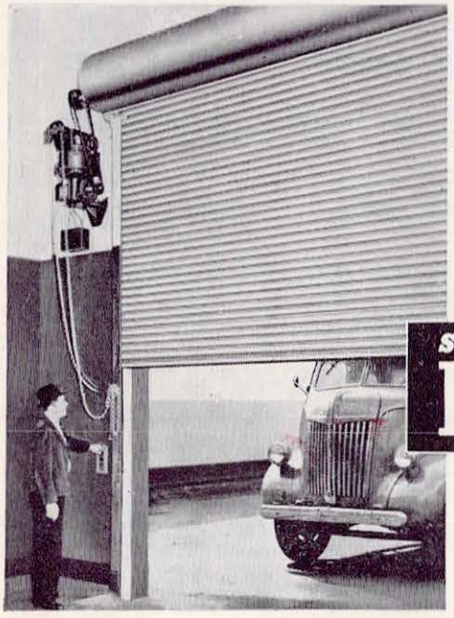
KINNEAR Rolling Doors

prove their extra value for every need

The advantages of Kinnear Rolling Doors *for all types of buildings* are proved by their performance in big installations like this — where doors are the very life-line of efficiency.

The coiling upward action of Kinnear Rolling Doors makes all floor and wall space around doorways fully usable at all times. Freight or materials can be stacked close to the door curtain, *inside and outside the building*, without blocking door action.

Opening completely out of the way above the lintel, the doors stay out of reach of damage by wind or vehicles. The interlocking steel-slat construction — *originated by Kinnear* — provides a rugged, all-metal curtain that assures long service and low maintenance, plus extra protection against fire, theft, and the elements.



Kinnear Rolling Doors are tailored to fit any opening, in old or new buildings. Kinnear Motor Operators are also available, for push-button control. Write today for complete information.

Saving Ways in Doorways

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The **KINNEAR** Mfg. Co.

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light striking the dome at any given moment. The cars will be constructed entirely of stainless steel.

First Half's Rail Tonnage Off More Than Truckers'

Tonnages transported by railroads and truckers in this year's first half were below their volumes for the like 1951 period, but the railroads' loss was relatively greater.

This was noted by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission in a discussion of trucking data which it presented in the latest issue of its "Monthly Comment." The data showed that Class I intercity truckers transported 3.9 per cent fewer revenue tons in this year's first half than in the first half of 1951. This, the bureau suggested, "may be compared with a decrease of 6.1 per cent in the number of tons of revenue freight carried by Class I steam railways between the same periods."

Challenges of Examiners Must Have Been Timely

Orders entered by the Interstate Commerce Commission in cases where hearings were held by examiners not appointed pursuant to provisions of the Administrative Procedures Act are not invalid unless the examiners' qualifications were challenged while the proceedings were still before the commission.

The United States Supreme Court has so ruled in the so-called *Tucker* case (U.S. and I.C.C. v. L. A. Tucker Truck Lines, Inc.). The ruling amplifies the court's earlier determination in the *Riss* case where it held that a commission order was invalid if it came out of a proceeding where there was timely challenge of the examiner. (*Railway Age*, April 23, 1951, page 39.)

The *Tucker* case, like the *Riss* case, involved a commission decision on an extension of motor carrier operations. In the former, the issue of the examiner's qualifications was not raised until the case got to court. In the *Riss* case, however, as the court put it, "timeliness of the objection was not before us," because in that case the examiner's appointment had been twice challenged while the proceeding was before the commission.

The *Riss* decision "established only that a litigant . . . who does make such demand at the time of the hearing is entitled to an examiner chosen as the [Administrative Procedures] Act prescribes," the court added. Its holding in the *Tucker* case is to the effect that the "irregularity" of the examiner's appointment there "is not one which deprives the commission of power of jurisdiction so that even in the absence of timely objection its order should be set aside as nullity."

The opinion of the court was an-

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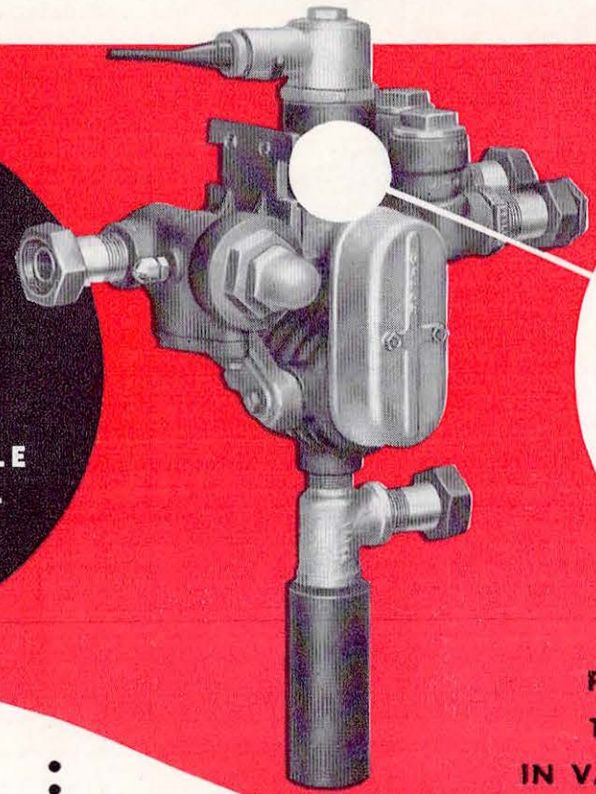

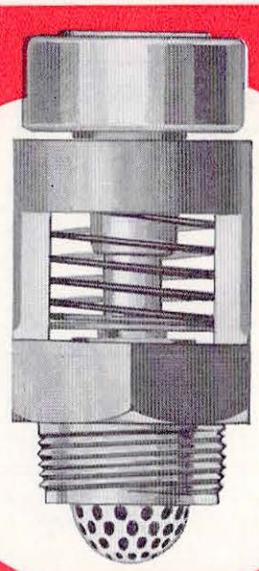

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THE VAPOR UNIZONE SYSTEM

is for Coaches and All Open Cars

Operates with a single thermostat and a single Vapor Regulator. Maintains selected temperature within 2°-3° variation. Simplest, most efficient car-heating system ever devised. Ask for Bulletin 567.

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is for Room-Cars

Operates with only three Vapor Regulators, without room thermostats. Provides *individual* temperature selection in each room by room occupant, but has no individual room thermostats. Each passenger's selected temperature is maintained at his individually selected degree under all conditions. Ask for Bulletin 568.

Modern Vapor Heating Systems for all types of passenger equipment have transferred control from *inside* the car to this simple, single valve in the regulator *underneath*. Yard maintenance time has been reduced by as much as 90%.

It takes only 10 minutes at the car to replace a Vapor Regulator for annual cleaning and inspection in your own shop. These new Vapor Heating Systems save time and money; fit preventive maintenance programs perfectly. On new cars, or old—of every type—they're today's outstanding heating achievements.

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"JUST A MINUTE—WHILE WE MOVE 1,226,807 TONS—FOR YOU"

While the watch in the freight conductor's hand ticks off the next 60 seconds, the American Railroads will move 1,226,807 tons of freight a full mile – on the way to serve you.

This happens every minute of every day and night. It amounts to more than 11 tons moved one mile every day for each man, woman and child in the United States.

It's the biggest hauling job anywhere in the world today! And it's done over the heavy-duty steel highways which the railroads provide and maintain—without expense to the taxpayers.

The more freight the railroads carry, the less will be the wear and tear on the public highways, the lower the taxes you will have to pay to keep these highways up, and the more room there will be on them for you.

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You'll enjoy THE RAILROAD HOUR every Monday evening on NBC.

nounced by Justice Jackson. Dissents came from Justices Douglas and Frankfurter. As the commission noted in its latest annual report, the validity of its actions in numerous motor carrier cases was challenged by issues raised in the *Riss* and *Tucker* cases.

Amortization Certificates

Certificates of necessity for accelerated amortization certificates were granted to 28 railroads during the period from October 30 through November 12, the Defense Production Administration has announced.

The Atchison, Topeka & Santa Fe was granted a certificate for $24,136,000, and was authorized to write off 55 per cent of this amount in five years. The road was also authorized to write off 40 per cent of other facilities costing $679,470.

Other certificates went to roads listed below. The percentage figure in each case indicates the amount that can be written off in five years:

Baltimore & Ohio, $5,807,000—70 per cent; and $3,895,981—55 per cent.
Bessemer & Lake Erie, $1,660,000—70 per cent.
Central of Georgia, $90,990—40 per cent.
Central of New Jersey, $2,936,165—70 per cent.
Chicago & Eastern Illinois, $60,000—40 per cent.
Chicago Great Western, $452,256—40 per cent.
Chicago, Milwaukee, St. Paul & Pacific, $2,252,721—55 per cent.
Detroit & Toledo Shore Line, $945,624—55 per cent.
Erie, $289,840—40 per cent.
Great Northern, $910,000—70 per cent.
Gulf, Mobile & Ohio, $236,200—40 per cent.
Indiana Harbor Belt, $598,000—50 per cent; and $1,573,000—40 per cent.
Kansas City Southern, $97,550—40 per cent.
Kansas, Oklahoma & Gulf, $300,000—55 per cent.
Kentucky & Indiana Terminal, $212,380—55 per cent.
Lehigh Valley, $437,525—60 per cent; and $22,775—70 per cent.
Louisville & Nashville, $7,517,463—55 per cent.
Montour, $427,250—55 per cent.
Nashville, Chattanooga & St. Louis, $450,354—55 per cent.
New York Central, $312,900—40 per cent; and $592,300—50 per cent.
North Charleston (S.C.) Terminal Company, $352,667—40 per cent.
Pittsburgh & West Virginia, $1,064,712—55 per cent.
Reading, $396,862—40 per cent.
St. Louis-San Francisco, $704,890—40 per cent.
Southern, $80,800—40 per cent.
Spokane, Portland & Seattle, $39,720—40 per cent.
Texas & New Orleans, $127,223—40 per cent.

An article in *Railway Age* of November 17, page 79, listed amortization certificates granted from October 16 through October 22. Also included in that list were certificates granted from October 22 through October 29.

Classification Yards Called Better Freight-Service Key

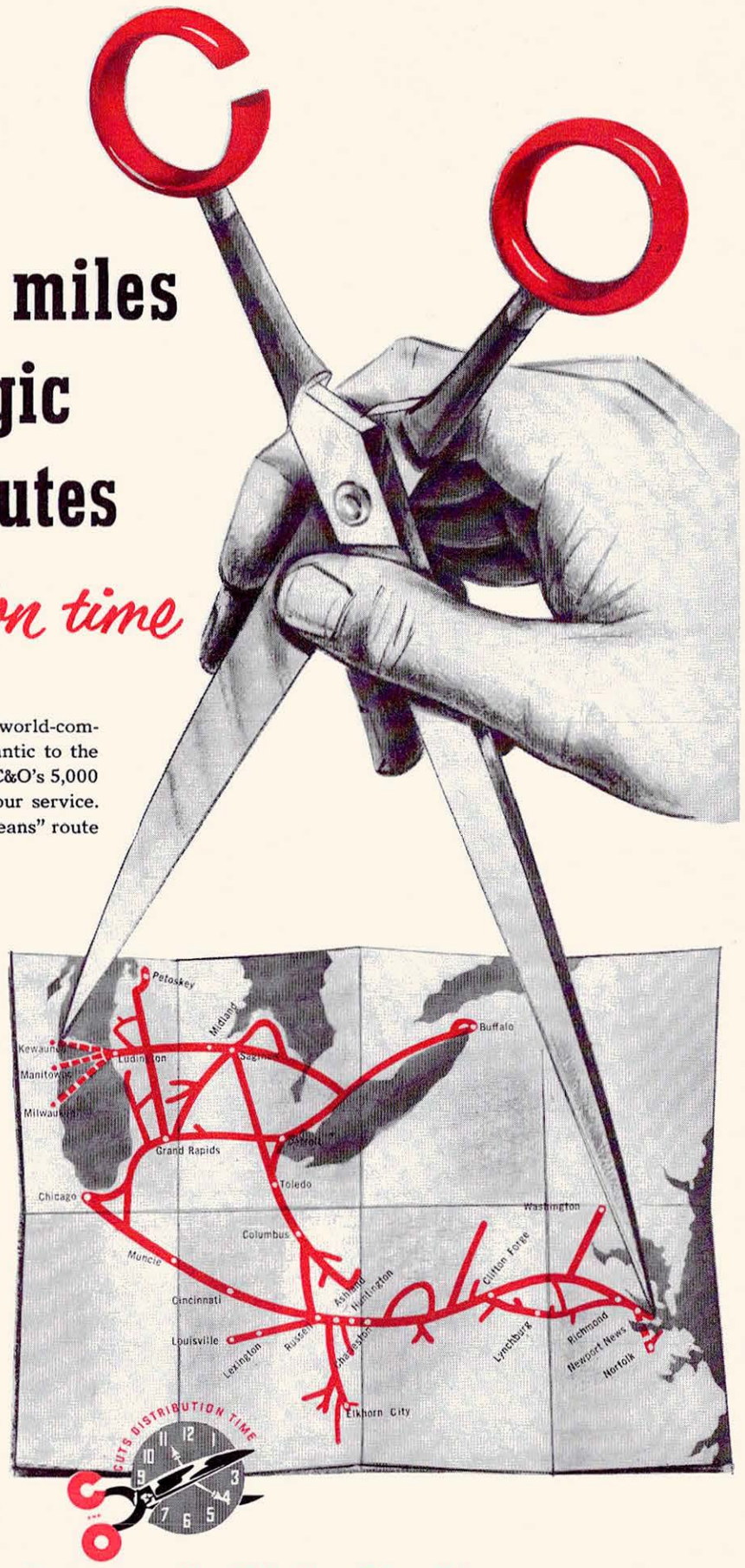
Present day demands for faster freight service at relatively low cost are placing greater importance on modern railroad classification yards, and have made them supplementary to major terminals, George H. Hoganson, research engineer for the Canadian National, told a recent meeting of the Montreal branch of the Engineering Institute of Canada.

"Statistics show that 89 per cent of the life of a freight car is spent in yards or terminals for one reaon or

C&O's 5000 miles of Strategic Service Routes

cut distribution time

From its eastern terminal at the great world-commerce port at Newport News on the Atlantic to the Middle West and the Great Lakes region, C&O's 5,000 miles of strategic freight routes are at your service. Actually, this is the Chessie "Ways and Means" route to cut distribution time for shippers.



C&O's "Ways and Means" to cut distribution time

PORT OF NEWPORT NEWS—The rail and ocean link to the commerce of the world where shipments are always on the go.

DUSK TO DAWN FREIGHT SERVICE—C&O offers overnight shipping service between the two great industrial and manufacturing centers of Chicago and Detroit.

ROCKWELL YARD—The new Chicago Rockwell Street yard consolidates Chesapeake and Pere Marquette district freight operations. Cars to and from western lines move from 12 to 24 hours faster through Chicago. Perishables, livestock and other shipments from southern roads delivered to Chicago destinations earlier than before.

TEN TRAINS A DAY BETWEEN CHICAGO AND CINCINNATI—C&O's five trains leaving in each direction daily between Chicago and Cincinnati make it possible to "time" shipments to suit every shipper.

C&O'S CARFERRY ROUTE—C&O's big, fast and modern carferry fleets expedite freight shipments between Ludington, Michigan and Milwaukee, Manitowoc and Kewaunee, Wis.

"THE SPEEDWEST" AND "THE EXPEDITER"—C&O's twin speed merchandise freight trains save a full day on the way . . . to and from the Carolinas, the Virginias to Chicago, Toledo and points West.

C&O'S LIVE WIRES—These are C&O's trained and experienced traffic experts working from Coast to Coast and in Canada to help you cut distribution time.

Chesapeake and Ohio Railway

When rocket freight rolls

on your railroad . . . the

Rock Island

Freight shipments are "aces" on Rock Island. From consignment to delivery every modern device is employed to speed and safeguard shipments.

Rock Island's 8000 miles of rail are supplemented by 5000 miles of coordinating truck routes. Centralized Traffic Control permits most efficient use of rails. Straightened lines and reduced grades enable the powerful diesels to travel at increased speeds.

Hump-Retarder Classification Yards and The New Armourdale Freight House are examples of how Rock Island adopts modern methods to expedite the movement of freight.

Another important advantage to the shipper on Rock Island is the variety of available and suitable rolling stock constantly being augmented.

A CENTURY OF SERVICE 1852 · The Road of Planned Progress · 1952

Rock Island

These are a few of the notable improvements, produced by the program of Planned Progress, a program that is supporting the continuing development of the great industrial Midwest.

For better shipping, specify Rock Island

CELEBRATING 100 YEARS OF SERVICE

another," he said. "Thus it would appear that the answer to improving service lies in expeditious handling of cars through classification yards."

Canadian railroads today must cope with the problem of whether to enlarge existing facilities or to relocate and design entirely new yards in view of increased traffic caused by the country's rapidly expanding economy, Mr. Hoganson continued. Factors affecting decisions for new yards, he pointed out, include availability of land at reasonable cost, cost of operation from the new location compared with that from existing yards, water supply, drainage, sewage facilities and provisions for speedy snow removal and disposal.

Cotton Belt Dieselized By First of the Year

Full dieselization of the 1,570-mile St. Louis Southwestern will be accomplished shortly after the first of the year. A statement recently issued by the road said current deliveries had brought the total of diesel units in operation to 125. The roster of steam locomotives has dwindled to the point where only 55 locomotives are left, and most of these are either in storage or have been leased to other roads.

October Employment

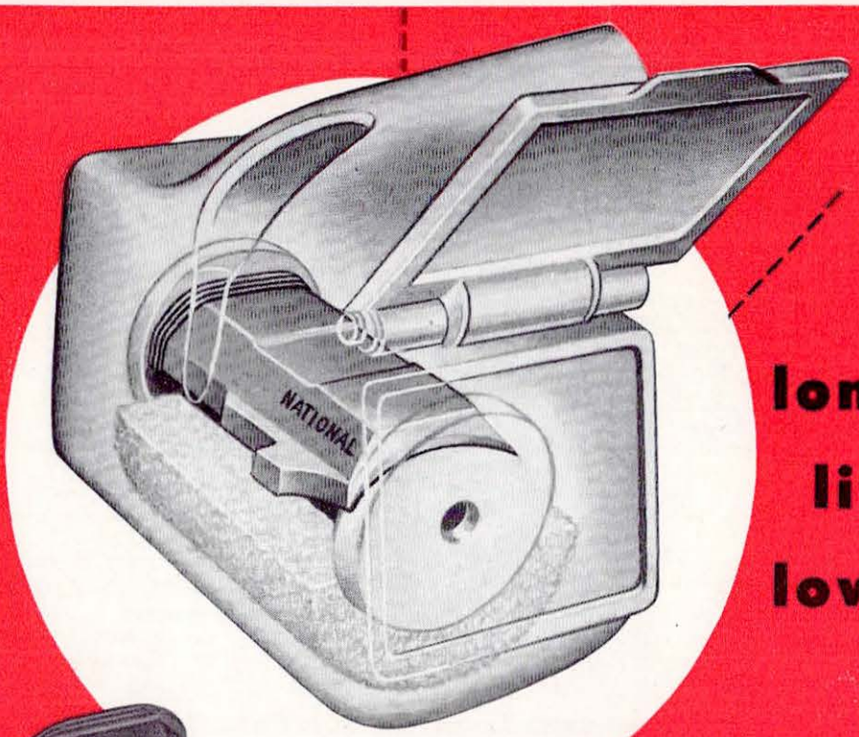
Railroad employment increased 0.93 per cent—from 1,233,638 to 1,248,178—from mid-September to mid-October, according to the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission.

The index of employment, based on the 1935-1939 average as 100, was 118.3 in October. This was the same as the index for September; however, it was below the figure of 120.5 reported for October of last year.

Between mid-September and mid-October employment increased in four of the seven employee groups. The largest increase, 1.47 per cent, was in transportation employees (train and engine service). Other increases were 1.31 per cent for the maintenance of equipment and stores group, 0.99 per cent for the maintenance of way and structures group, and 0.60 per cent for transportation employees (other than train, engine and yard).

Decreases during the 30-day period included a 0.41 per cent drop in yardmasters, switch-tenders and hostlers; a 0.12 per cent decline for executives, officials and staff assistants, and a 0.60 per cent drop among professional, clerical and general employees.

Compared with October of last year, there were decreases in five of the seven groups. The decreases ranged from 3.89 per cent for transportation employees (other than train, engine and yard), to 0.49 per cent for the professional, clerical and general group. Increases during the year amounted to 0.79 per cent among ex-



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For Dependability and economy, you can't beat Solid Journal Bearings. And there's no doubt about their long life . . . as high as 6½ million miles per car setout is what the records say.

All you need to know about N. B. M. solid journal bearings can be found in the following service-proved facts.

- ✓ Easiest to maintain—replacement takes minutes, without need for skilled labor.
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- ✓ Lowest cost—save over 25 per cent on car cost; average only $20 per car on replacement.
- ✓ Most liberal tolerances—axles can be used and reused with simple roller burnishing.
- ✓ Lowest running friction—a single film of oil permits faster acceleration, lower running resistance—particularly at low temperatures.
- ✓ Lightest weight—up to 60 per cent less dead weight than any other type of bearing.

Behind National Bearing Division's reputation for dependable Journal Bearings lies 75 years of experience, backed by constant engineering research, production ability and extensive foundry facilities.

National Bearing Division . . . Serving America's Railroads since 1874 with a complete line of Journal Bearings, Engine Brasses and Bronze Parts.

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WHAT IS HIS HAND SAYING?

This switchman is—

- ☐ Indicating the height of his oldest son
- ☐ Telling the engineer to slow down
- ☐ Pointing to the nearest phone booth

Here are other signals important to bringing freight cars together *gently*

STOP

BACK

GO

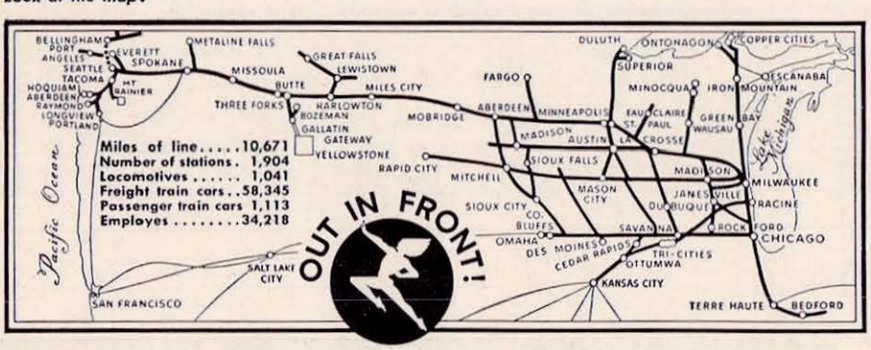
This Milwaukee Road switchman is telling his engineer to *go easy*. In small yards as well as big terminals with modern controls it's the rule with Milwaukee yard crews to switch and couple cars *gently* to protect lading from damage.

And of course out on the line the Milwaukee keeps the shipper's interest constantly in mind by moving freight often at near passenger train speeds. A fine, smooth roadway and the most modern motive power make this possible.

If you ship in Milwaukee Road territory or if you're planning to do so, find out how well the Milwaukee can serve you. Just see your nearest Milwaukee agent.

SHIP—TRAVEL

Look at the map!



THE MILWAUKEE ROAD

Route of the HIAWATHAS

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

ecutives, officials and staff assistants, and 0.21 per cent for maintenance of way and structures employees.

Gas Turbine Locomotive Completes Tests on C&NW

The 4,000-hp. gas turbine electric locomotive, built for experimental research by the Westinghouse Electric Company and the Baldwin-Lima-Hamilton Corporation, has completed a series of tests in regular passenger service on the Chicago & North Western (*Railway Age*, September 15, page 13).

Data compiled on the basis of completed passenger service tests on the Missouri-Kansas-Texas, the Pennsylvania and the North Western indicated that out of 247 trips scheduled the locomotive actually made 227. There were only three road delays reported during the tests. On the Pennsylvania, the locomotive handled trains averaging 26 to 29 cars a total of 7,100 train miles; on the Katy, 11 to 15 cars a total of 27,755 train miles; and on the North Western, 12 to 17 cars a total of 15,052 train miles.

Locomotive Not "On Line" During Servicing

The United States Supreme Court has refused again to review a lower court ruling to the effect that a locomotive parked at servicing facilities for servicing is not "on line" within the meaning of the Boiler Inspection Act.

It has refused to hear an appeal from such a ruling which was made by the U.S. Circuit Court of Appeals for the seventh circuit. The latter set aside a verdict of $42,000 won in the federal district court by a Chicago & North Western employee who was injured when he slipped on icy steps of a steam locomotive which he was servicing at the road's Galena, Ill., enginehouse.

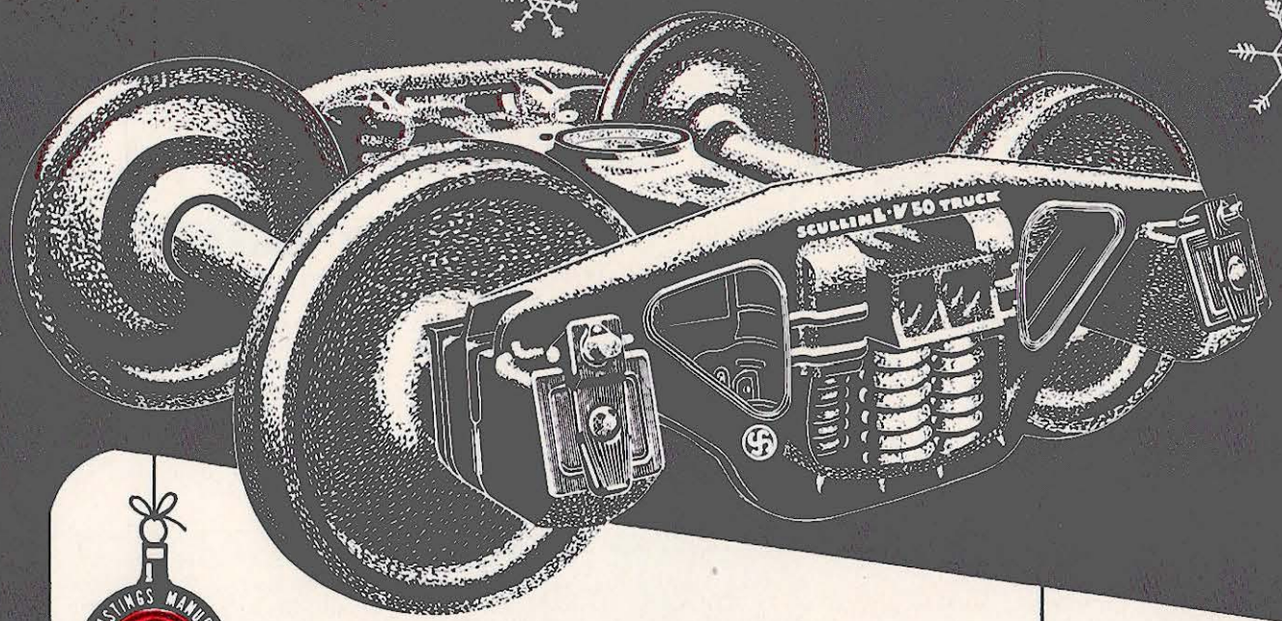
The employee sued under the Boiler Inspection Act, contending that the locomotive was "on line" and only "temporarily detained" at the enginehouse. The circuit court rejected the contention. The case was docketed in the Supreme Sourt as No. 370, John Tisseros v. Chicago & North Western.

The circuit court's ruling was like one it made in a similar case (Lyle v. Atchison, Topeka & Santa Fe). In that case, too, the Supreme Court denied petitions for review. (*Railway Age* March 18, 1950, page 85.)

New Deadlines Established For AB Brake Installations

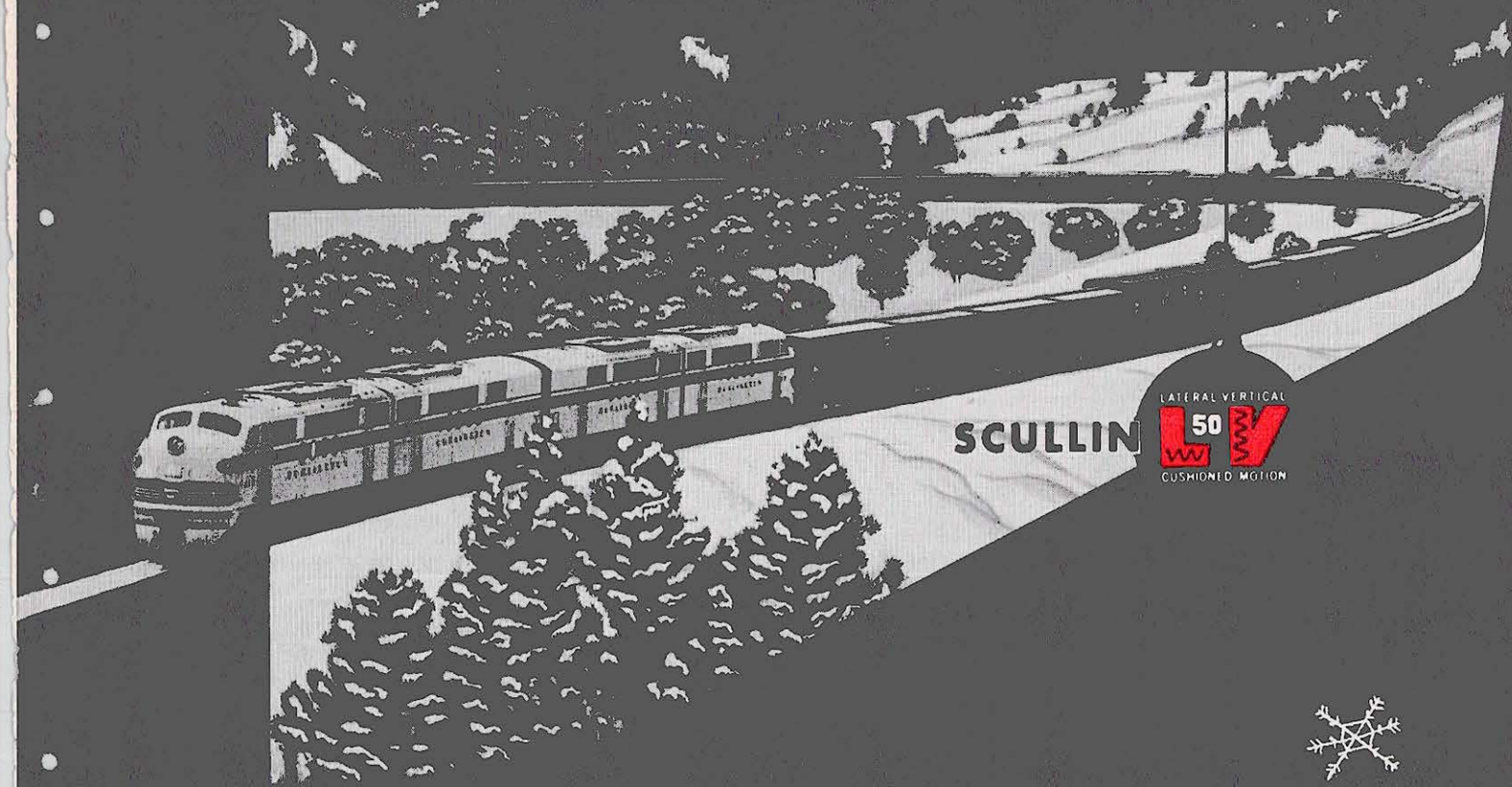
The Interstate Commerce Commission has given railroads and other car owners more time to complete installation of AB brakes on freight cars used in interchange service.

The December 31, 1952, deadline was postponed six months for all ex-



STEEL CASTINGS MANUFACTURER

Season's Greetings



SCULLIN L 50 V

LATERAL VERTICAL

CUSHIONED MOTION

SCULLIN STEEL CO.

SAINT LOUIS 10, MISSOURI

cept tank cars. The latter received a nine-month postponement.

After next June 30, regular interchange of unequipped freight cars is prohibited. Such cars can be moved only if they are routed to owners. Freedom to move cars homeward ends October 1, 1953.

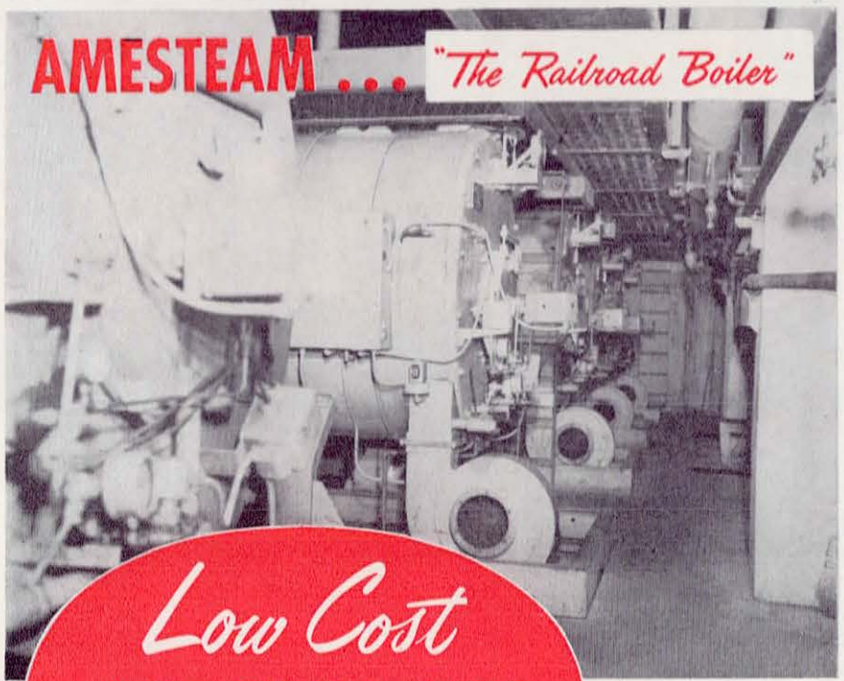
Tank cars received more time. Movement of unequipped cars in interchange service is prohibited after October 1, 1953. These cars can be routed to owners up to January 1, 1954.

This postponement action by the commission was in the form of an order, issued November 18, in the No. 13528 proceeding. At hearings held in Chicago early this month, the Defense Transport Administration joined in asking that more time be granted, particularly on tank cars. (*Railway Age*, November 10, page 14.)

Barton Succeeds Hayghe As G.S.A. Traffic Chief

Frank L. Barton has been appointed director of the Traffic Management Division, Federal Supply Service, General Services Administration. He succeeded William E. Hayghe who retired on October 31.

Mr. Barton came to G.S.A. from the Department of Commerce where he was special assistant to the secretary of commerce. Prior to that time he had been with the Budget Bureau and Department of Justice in positions dealing with rates and other transportation matters.



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HEAT PRODUCERS
AT
N.Y.C.'s Stanley Shop

New York Central's pattern for progress in its modern new Stanley Diesel Shop at Toledo, Ohio, includes a battery of five compact, highly-efficient AMESTEAM Generators.

These close-coupled, fully-automatic units provide an unfailing supply of dependable heat and process steam at a cost that drives operational figures sharply downward. And that's the story on a host of roads, both large and small who are AMESTEAM users. The "Railroad Boiler" evaporates 15¾ pounds of water on 1 pound of fuel using No. 6 oil, provides better than 80% thermal efficiency. Accommodates oil or gas fuel. Single units available from 10 to 600 hp.

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ORGANIZATIONS

The **Transportation Club of Louisville** will hold its 40th annual dinner in the Terrace room of the Kentucky Hotel on December 9. John T. Moore, assistant general traffic manager of the International Harvester Company, will speak on "Transportation is Necessary."

Eldon Martin, general counsel of the Chicago, Burlington & Quincy, will be guest speaker at the luncheon session of the 66th regular meeting of the **Central Western Shippers Advisory Board** at Omaha, Neb., on December 9. The session will be held in cooperation with the **Omaha Traffic Club** and the **Omaha Chamber of Commerce,** in the Hotel Fontenelle, following the board's general meeting. On the morning of December 8 the board will hold a special forum on l.c.l. and on freight loss and damage. Upon completion of the discussion on those subjects, the meeting will adjourn to the Union Pacific's freight station for an on-the-ground demonstration of the UP's "fishbowl" box car (*Railway Age*, November 3, pages 15 and 85).

H. W. VonWiller, vice-president in charge of traffic of the Erie, will be guest speaker at the luncheon session of the **Ohio Valley Transportation Advisory Board** on December 4. The board's two-day meeting will be held in Cincinnati on December 3 and 4. A highlight of the general meeting on December 4 will be a showing of the new A.A.R. freight claim prevention film, "The Freight Goes Through" (*Railway Age*, November 10, page 16). The luncheon session will be held in cooperation with the **Cincinnati Traffic Club,** the **Cincinnati Chamber of Commerce Forum** and the **Traffic League of Cincinnati.** All sessions of the meeting will be held in the Netherland Plaza Hotel.

The **Railway Business Woman's Association of Chicago** will visit Chicago & Eastern Illinois shops at Danville, Ill., during a two-day visit to that city starting December 6. The groups also will attend a dinner at the Hotel Wolford at which Elmer E. Gordon, passenger traffic manager of the C&EI, will be guest speaker.

Arthur K. Atkinson, president of the Wabash, will address the luncheon session of the **Trans-Missouri-Kansas Shippers Board's** 95th regular meet-

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Annual Review and Outlook Number

This issue will provide the first authoritative report of the year's railway operations—including the comprehensive review by Dr. J. H. Parmelee, vice president and director, Bureau of Railway Economics, Association of American Railroads. Its outlook information and statistical summaries further emphasize the value of this important record, which is widely sought and used throughout railway, business and financial circles the world over. Manufacturers should plan their advertisement in ample time to meet the December 22 closing date.

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ing on December 3. The luncheon, which will be held in the Jefferson Hotel, St. Louis, will be attended also by members of the **Traffic Club of St. Louis** and the **Chamber of Commerce of Metropolitan St. Louis.** Business sessions of the board's meeting will be presided over by G. T. Thompson, general traffic manager of the Missouri Portland Cement Company, who is general chairman of the board.

Frank J. Hanrahan, chief engineer of the National Lumber Manufacturers Association, has been appointed executive vice-president of the **American Institute of Timber Construction,** Washington. D.C.

CONSTRUCTION

Arkansas & Louisiana Missouri-Missouri Pacific.—The A&LM has applied to the I.C.C. for authority to construct two rail segments, totaling 1.65 miles, in the vicinity of Lamkin, La., and Spencer. A 0.65-mile segment would extend from Lamkin to a connection with the MP, and the 1-mile line would extend from a point on the MP, near Spencer, to a point designated as Olin, where Olin Industries is constructing a new pulp plant. To serve this plant, the A&LM and MP seek approval of a trackage rights agreement. The A&LM would use 13.5 miles of MP trackage, located between the two new segments, while the MP would use the 1-mile extension of the A&LM. Both roads would construct storage tracks at the Olin plant.

Chicago, Burlington & Quincy-Cleveland, Cincinnati, Chicago & St. Louis (New York Central).—The I.C.C. has decided to reconsider a decision of last July wherein the commission's Division 4 authorized these roads to serve the new steam generating plant of Electric Energy at Joppa, Ill. (*Railway Age*, July 28, page 48).

The Chicago & Eastern Illinois opposed letting these roads serve Joppa, where C&EI already provides service. It asked the entire commission to reconsider and hear oral argument in the case.

The plan approved by Division 4 contemplates construction of a 2.8-mile segment into Joppa by the Burlington. The Central would then acquire trackage rights over this and other Burlington trackage so that both roads would be able to serve the Electric Energy plant. The latter plant, scheduled for completion in mid-1953, will furnish electric power to the Atomic Energy Commission.

Texas & Pacific.—The passenger station at Fort Worth, Tex., a 13-story building that is also headquarters for the T&P's Eastern division, will be air conditioned throughout. The work, which will include the main waiting room and the station restaurant, is scheduled for completion for the summer season of 1953.

ABANDONMENTS

Seaboard Air Line. — The I.C.C. has restored its order of last September, authorizing this road to abandon segments totaling 64.9 miles in the area of Fort Myers, Fla. Effective date of the order was postponed when protestants filed petitions for reconsideration (*Railway Age*, September 15, page 100, and October 13, page 169).

Division 4 of the I.C.C. has **authorized:**

ILLINOIS TERMINAL.—To abandon its line between Granite City, Ill., and Wood River, approximately 12.7 miles. The authority to abandon will become effective when the commission has acted on a separate application in which the terminal company seeks permission to substitute bus service. The rail segment is part of the road's St. Louis & Alton division, which is used for interurban electric passenger train operation. The commission noted that more than 10,000 passengers a week use the rail service, but operations still are conducted at "substantial" losses.

MINNEAPOLIS & ST. LOUIS.—To abandon its branch line between Roland, Iowa, and Story City, 5.19 miles.

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Current Publications

BOOK

Corporation Giving, by F. Emerson Andrews. 361 pages. Russell Sage Foundation, 505 Park ave., New York 22. $4.50.

The sudden prominence to which corporations have risen in the field of philanthropy and the need for more information in this field led Mr. Andrews to undertake this special survey. The first section presents the facts of corporate giving, its growth, present dimensions, characteristics, and directions. It explores business attitudes and present practices through extensive sampling of corporations of all types and asset classes. The second section deals with beneficiaries, in terms of community needs, existing agencies and resources, and ways in which corporations are already lending support, or might help; certain dangers are also pointed out. The final section deals with legal problems and tax factors.

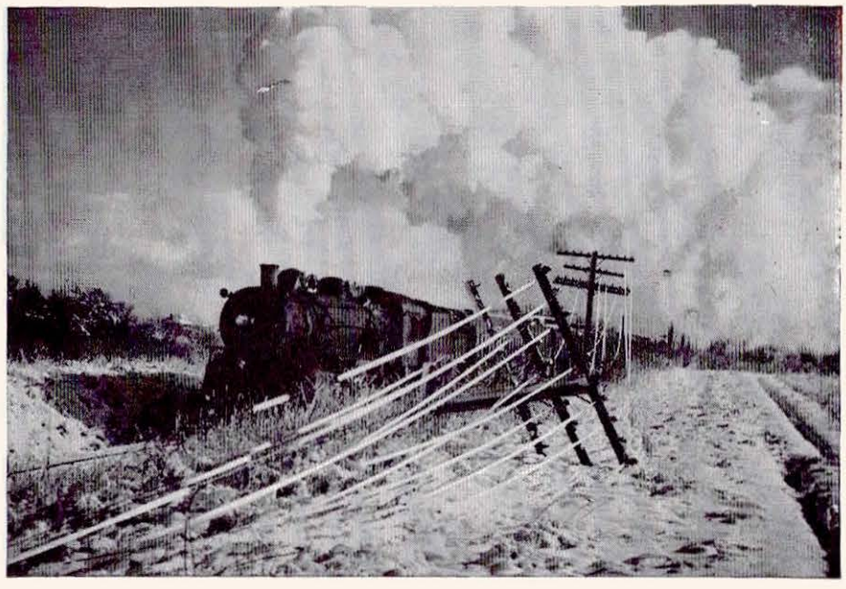
PAMPHLETS

The Story of the Florida Railroads, by George W. Pettengill, Jr. 133 pages, illustrations. Bulletin No. 86, Railway & Locomotive Historical Society, Baker Library, Harvard Business School, Boston, Mass. $1 to members; $2 to non-members.

This bulletin is devoted exclusively to railroads of Florida. Chapters cover Florida's transportation background; the three eras of Florida's railroads—(1) prior to the Civil War, (2) the Civil War and the reconstruction era, and (3) the Bloxham era and the consolidations; predecessors of the Seaboard Air Line; predecessors of the Atlantic Coast Line; railroads of the east coast of Florida; Georgia Southern & Florida; predecessors of the Louisville & Nashville in Florida, and Florida's forgotten railroads. There is an index of corporate entities and the systems into which they have been absorbed.

Practical Guide to Model Railroading, edited by Linn H. Westcott and Richard H. Wagner. 60 pages, illustrations, drawings. Kalmbach Publishing Company, 1027 N. 7th st., Milwaukee 3, Wis. $2. Also sold on newsstands.

Scale model railroading has grown so popular in recent years that it now shares with photography, ham radio, and woodworking the honor of being tops among hobbies for men. The reason for this is probably that, even though the hobby is built around only one idea—railroading—it offers so many challenges to so many talents. You can paint, carve, saw, mold, assemble, bend, solder, drill and use many other skills when you build your railroad. You can work out puzzling switching problems, check engine performance, make up and use a timetable, entertain guests, or play interesting games when you run the trains. This guide covers such subjects as choosing scale and gage, how to build freight and passenger cars and locomotives, painting and lettering, planning your track, how to lay track, power and control wiring, and building scenic terrain.



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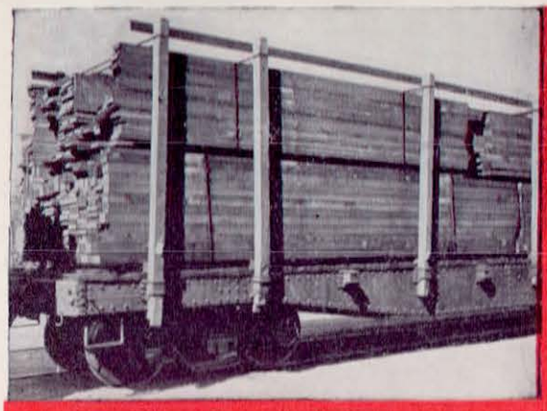

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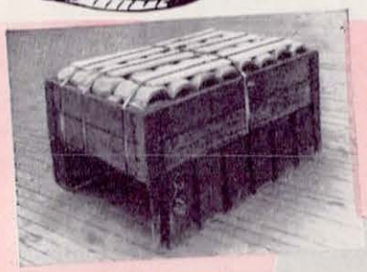

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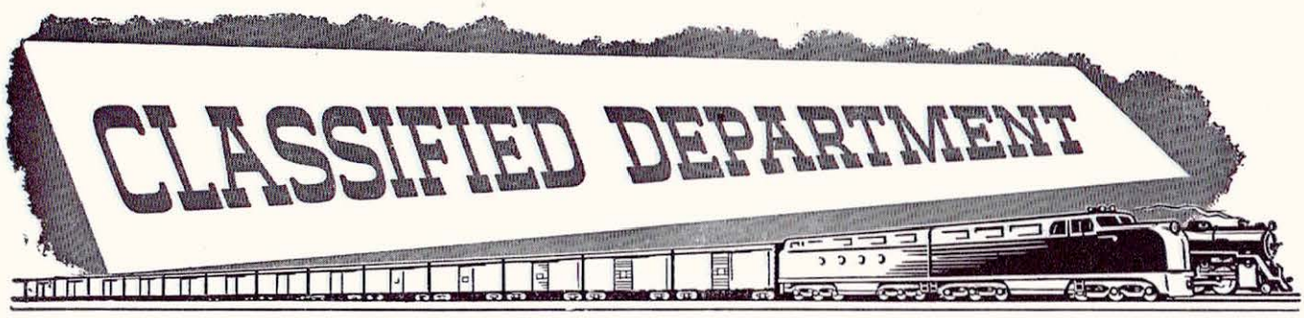

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Agency—Batten, Barton, Durstine & Osborn, Inc.
Darien 124
Electric Storage Battery Company, The 32, 33
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General American Transportation Corporation 72
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Agency—G. M. Basford Company
General Railway Signal Company .....Back Cover
Graybar Electric Co., Inc. 123
Agency—G. M. Basford Company
Hunt Company, Robert W. 124
Hyatt Bearings Division, General Motors Corp. 28, 29
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Mangus Metal Corporation Subsidiary of National Lead Co. 36, 37
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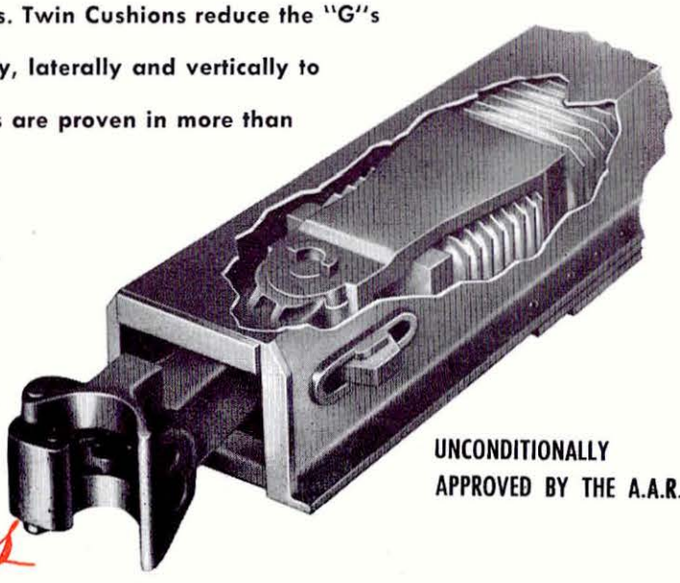

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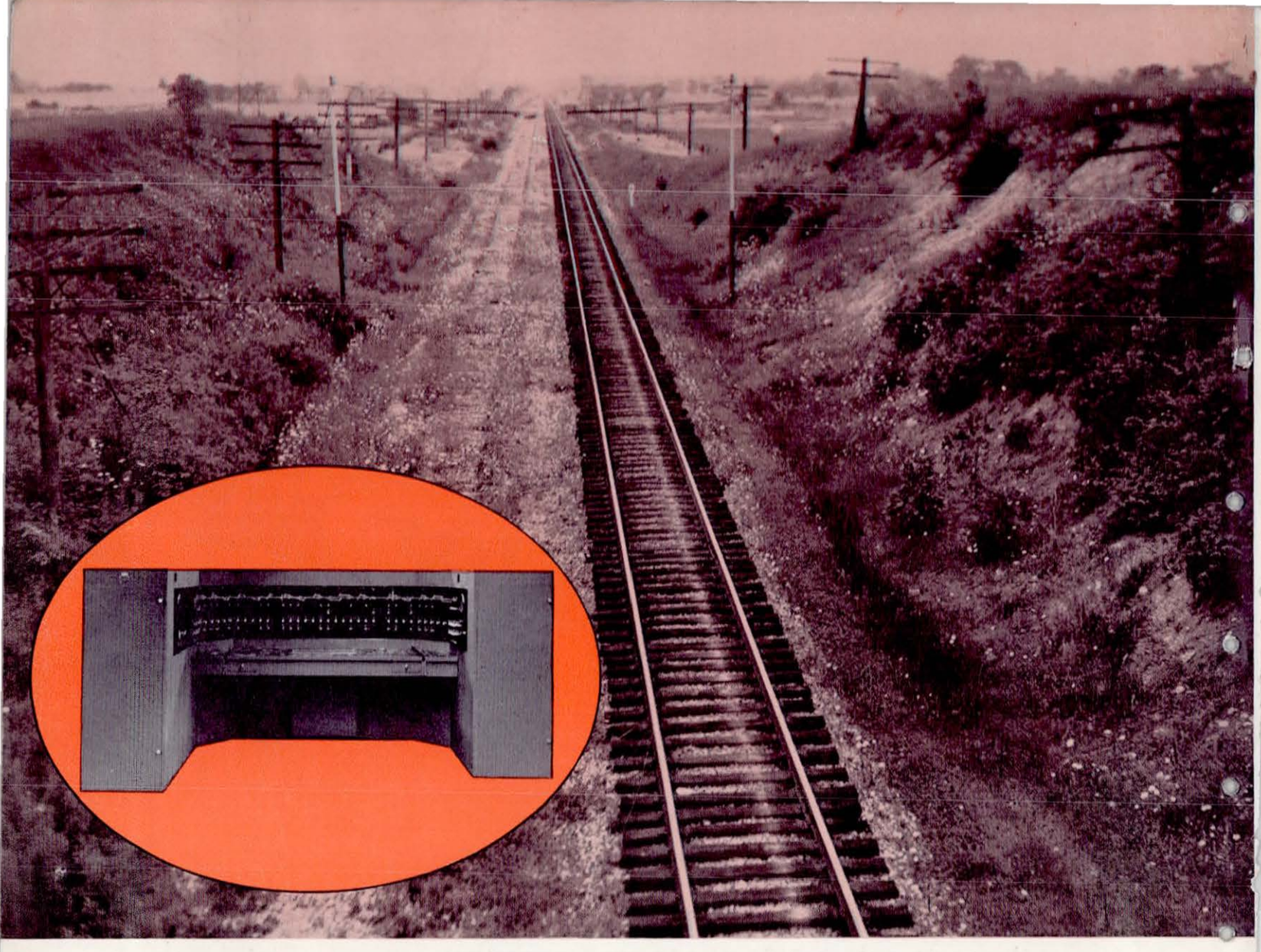

. . . and 48 miles of track removed

By installing **G-R-S CENTRALIZED TRAFFIC CONTROL** on a 137-mile stretch of single-track, a southern railroad increased traffic capacity and—

- removed 48 miles of second track
- used the good rail, ties, and ballast elsewhere
- reduced future track maintenance*

G-R-S cTc installations often result in track retirement. Investigate the possibilities on your road to economize with cTc.

Ask your G-R-S district office for studies and estimates.

**The A.A.R. reports track and roadway maintenance averaged $2317 per track-mile in 1950.*

GENERAL RAILWAY SIGNAL COMPANY

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